

ATLANTIC FISHERMAN

OCT 31/41
VOL. XXII

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OCTOBER, 1941

NO. 9

"BEST ROPE I'VE EVER
HANDLED—FOR NO REASON"



Says

MASTER RIGGER, Waine A. Langstrom

Waine Langstrom probably knows as much about handling rope as any man alive. He started learning when he was eighteen—when sail was Mistress of the Seas. And for more than forty adventure-packed years, he's pulled and hauled and spliced rope in every corner of the globe.

Now, Waine Langstrom—Able Seaman and Master Rigger—has "dropped anchor" at the C. J. Hendry Company, San Francisco. Every day, he's handling Columbian rope of all sizes and types—and says he's never known rope so well adapted to the exacting work an expert rigger has to do.

Coming from a man who knows, that's praise that "can't be beat."

*And here's why Mr. Langstrom
prefers COLUMBIAN ROPE*

PRE-
LUBRICATED
•
PRE-
WATERPROOFED
•
QUALITY
CONTROLLED
every step
of the way!

PURE MANILA FIBRES

—assure a tougher rope that keeps its strength longer.

EXCLUSIVE WATERPROOFING

—protects against rot and decay—assures greater flexibility wet or dry.
Gives an easier-handling rope in all kinds of weather.

"LONG LIFE" LUBRICATION

—protects Columbian Rope from unnecessary friction. Provides a longer-wearing rope that stands up to the toughest jobs.

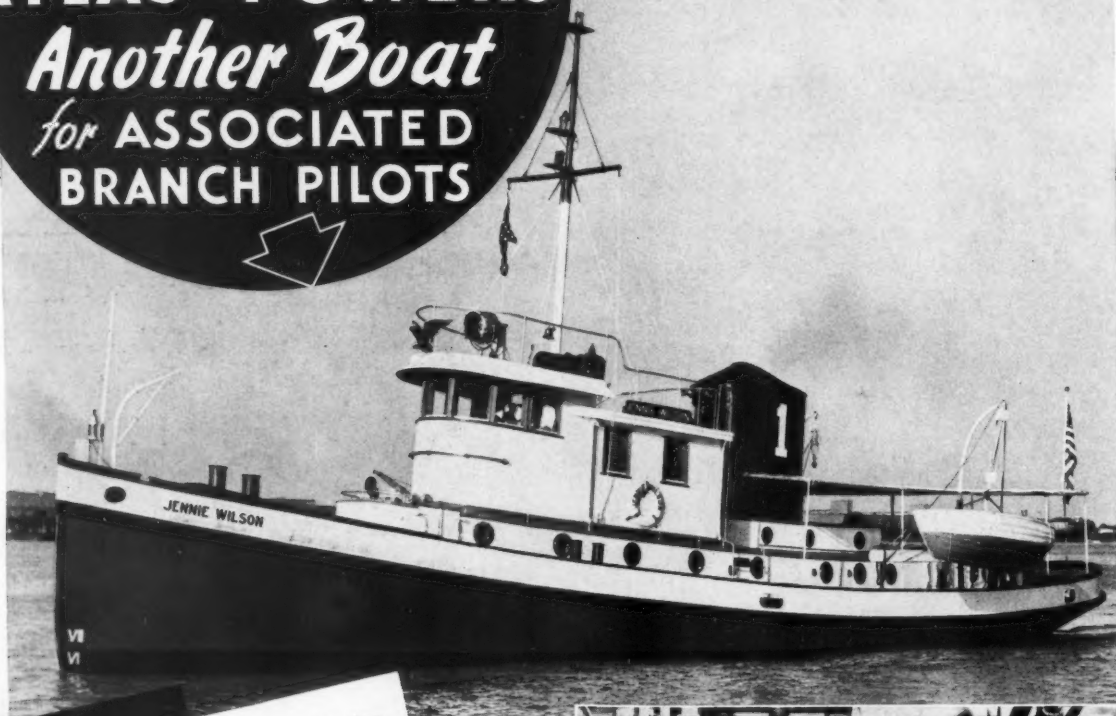
You can identify Columbian Rope by the Red, White and Blue surface markers.

COLUMBIAN ROPE COMPANY, AUBURN, "The Cordage City," N. Y.

Boston Office and Warehouse

38 Commercial Wharf

ATLAS POWERS Another Boat for ASSOCIATED BRANCH PILOTS

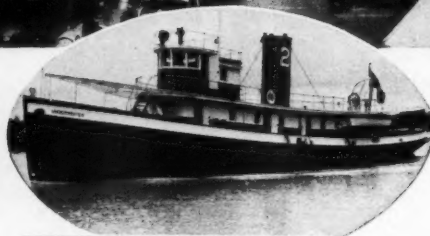
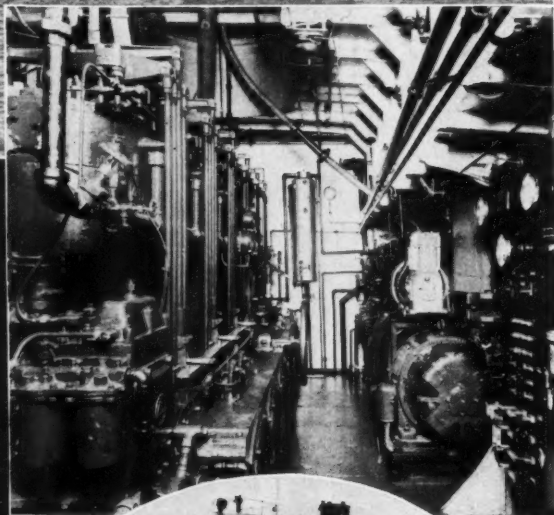


"With her new power and equipment, the 'Jennie Wilson' is a boat that can come and go at will, anywhere. When a boat at sixty-one years of age is as strong as ever in hull, far more powerful and better looking than new, her future should be as long and busy and interesting as her past."—Warren Gleason, Marine Writer.

THE "JENNIE WILSON", perhaps the oldest pilot boat in active service in the world, has yielded her compound steam engine in favor of a modern Atlas Diesel, and with a new steel deck and a new stack, she is a welcome sight to passengers approaching the port of New Orleans.

Built in 1879, with hull of riveted charcoal iron, she was recently overhauled by the Canulette Shipbuilding Co., of Slidell, Louisiana. A new 400 H.P. Direct Reversible Atlas Diesel, turning a 72x57 wheel, gives a speed of 11½ knots. She also carries a 35 H.P. Atlas Diesel auxiliary generator and air compressor set.

Another instance of an Atlas Diesel being chosen by experienced, critical pilots, who based their choice on the satisfactory performance of an Atlas Diesel in another vessel!



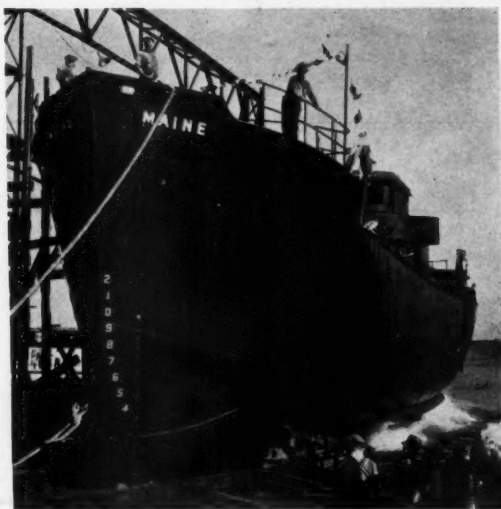
The "Underwriter," sister ship of the "Jennie Wilson," was powered by a 500 H.P. Atlas Diesel in 1937. Its economy, reliability and maneuverability prompted the repowering of the "Jennie Wilson."

ATLAS IMPERIAL DIESEL ENGINE CO.

EASTERN DIVISION . . 115 BROAD STREET, NEW YORK, N.Y. SOUTHWESTERN DIVISION . . 5726 NAVIGATION BLVD., HOUSTON, TEX.
CENTRAL DIVISION . . 229 W. LA SALLE ST., CHICAGO, ILL. WESTERN DIVISION 1900 NINETEENTH AVE., OAKLAND, CALIF.

D E P E N D A B L E . . . E C O N O M I C A L

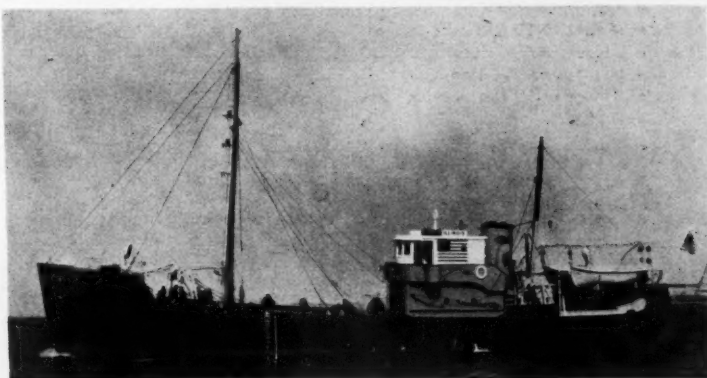
NEW TRAWLERS "Illinois" and "Maine" *PROVED* OUTSTANDING By Successful Trials and Record Maiden Trips



Acclaimed as representing a new conception of trawler design and construction, the new all-welded steel trawlers "Illinois" and "Maine" are already gaining an enviable reputation.

On their trials, both these vessels gave remarkable performance, exceeding the best expectations of their designers and owners. On their first trips to the fishing grounds, the new trawlers demonstrated their worth to the highest degree, and returned to port in record time with profitable loads of fine quality fish.

The Lawley yard is proud to have been the builder of these outstanding trawlers. Their successful construction is the result of expert craftsmanship, complete modern



shipbuilding equipment and co-operative service.

During 75 years of building, Lawley has achieved wide recognition as a builder of outstanding yachts, and it is only natural that this reputation will be carried on in commercial vessels. The facilities of the yard are now geared for concentration on the building and repairing of welded and riveted fishing and commercial vessels.

GEO. LAWLEY & SON CORP.

26 Ericsson Street

Neponset, Mass.

LAWLEY BUILDS SUCCESSFUL SHIPS

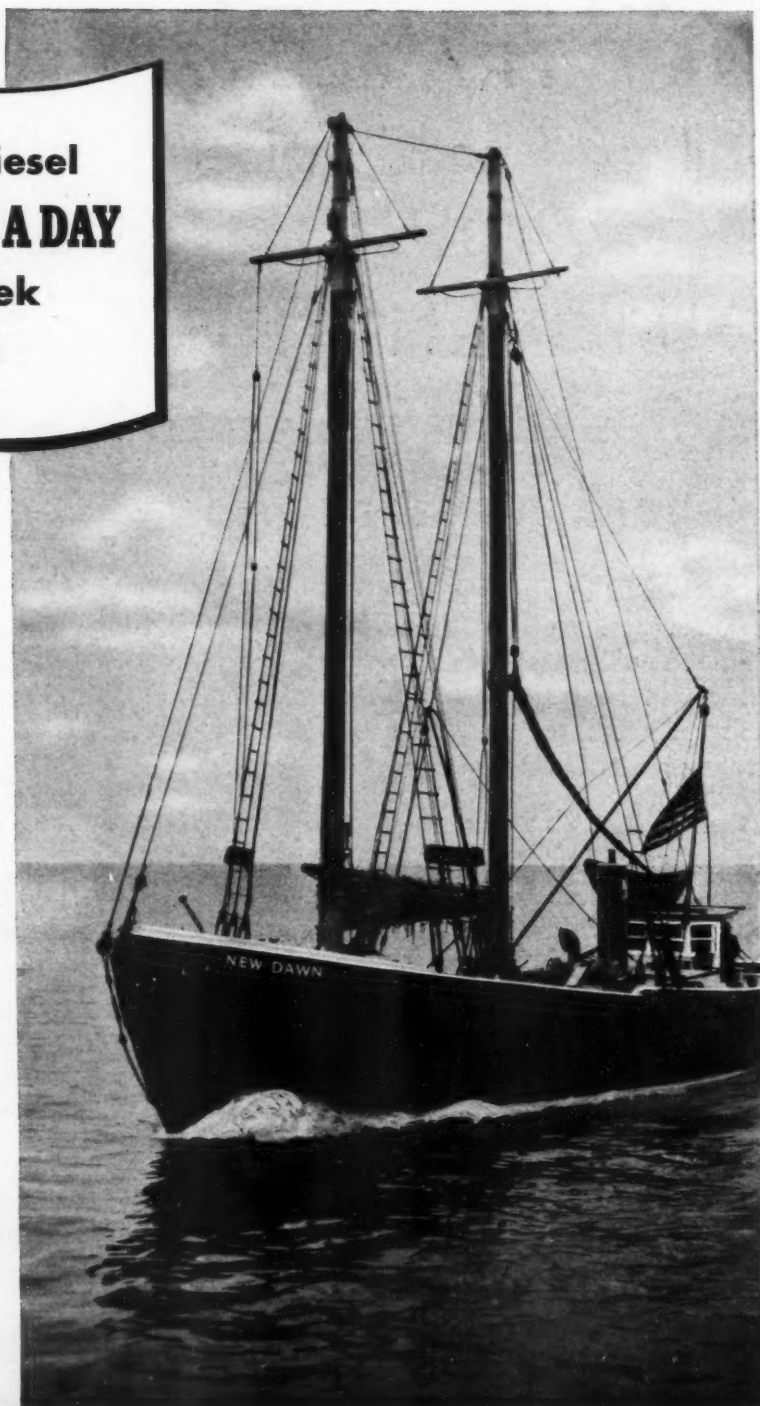
**"New Dawn's" Diesel
WORKS 20 HOURS A DAY
for 24 Two-week
Trips a Year!**

NEW DAWN," used by owner S. B. Samuelson for scallop dragging and general fishing, is powered with a 4-cylinder Model 35-E Fairbanks-Morse Marine Diesel which develops 160 hp. at 400 r.p.m. Mr. Samuelson reports as follows on the service his Diesel has given:

"This engine has now been operating for two years for a total of 48 trips of approximately two weeks duration, running at an average of 20 hours a day at a low operating cost. It has performed satisfactorily in all respects."

And Mr. Samuelson's F-M Diesel has just begun to demonstrate its merit. For operating records have proved repeatedly that F-M Diesels continue to operate with low fuel cost, low maintenance cost, and constant dependability through years of sustained, heavy-duty service. Low fuel cost because of such F-M *plus values* as back-flow scavenging. Low maintenance cost because the F-M application of the simple, 2-cycle principle reduces moving parts to the minimum, and because slow speed means slower wear. Lasting dependability because of F-M highest standards of design, materials, and workmanship.

When you build or convert, bring your power problems to the largest manufacturer of a complete line of Diesels—Fairbanks, Morse & Co., Dept. J16, 600 S. Michigan Avenue, Chicago, Ill. Branches with service stations in principal ports.



FAIRBANKS - MORSE

DIESEL ENGINES
PUMPS
ELECTRICAL MACHINERY
FAIRBANKS SCALES
RAILROAD EQUIPMENT

WATER SYSTEMS
WASHERS-IRONERS
FARM EQUIPMENT
STONERS
AIR CONDITIONERS



Diesels

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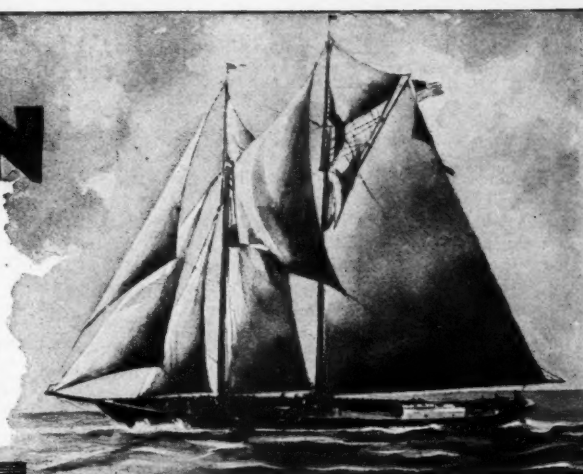
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Safety Bill Requirements Not Practical

CONGRESSMAN FLAHERTY of Massachusetts has introduced a bill in the House of Representatives that says:

"The phrase 'fishing boat' when used in this Act shall include every vessel of 15 gross tons or more, propelled by machinery other than steam, which is engaged in commercial fishing and which proceeds in the course of its employment outside the line dividing the inland waters from the high seas." Following are requirements set forth in the Bill:

"Each boat must have a sufficient number of watertight cross bulkheads so built and placed that the ship shall remain afloat with any one compartment open to the sea.

"There must be two bilge pumps with at least one so constructed that it may be used for fire protection.

"At least two ring life buoys must be aboard and also one life preserver for each person.

"Life boats sufficient to accommodate all persons on board must be carried and these boats are to be equipped with a compass, flares and rations. They must also be covered with canvas in freezing weather.

"The boat must be equipped with a radio telephone and first aid kit.

"Each operator must undergo an examination, physical, oral and otherwise.

"A list of all on board must be filed before each trip.

"The boat must be equipped with at least three line-carrying projectiles and a means to propel them.

"Hull inspection is required yearly."

Finally, the Board of Supervising Inspectors with the approval of the Secretary of Commerce shall establish all necessary regulations required to carry out in the most effective manner all of the provisions of the Act.

According to Alfred Tucker, of the Long Island Fishermen's Association, the provisions of this bill would just about end all commercial fishing in the Atlantic Ocean as far as fishermen on Long Island are concerned. "The bill seems to include everything that would insure safety at sea. That's a pretty broad subject, and if an owner of a fishing vessel had to remodel his boat, or place on board every safety device known, he would never leave the dock."

E. H. Cooley, of the Massachusetts Fisheries Association, says:

"The bill is written with the view of including everything that could possibly be done to equip a boat, and certainly some provisions go too far. Watertight bulkheads are impossible in many of the old boats, as the hold itself is not strong enough to stand the doctoring that would be necessary. In building any wooden structure, effort is always made to avoid having butted joints in close proximity; in other words, if two boards are to meet end to end, care is taken to

have the neighboring boards meet at some other point than where the first two met, and in this way the joints are staggered.

"That is true of the planking on the outside of the hull and also of the ceiling, which is the inner lining of the vessel and usually of the same thickness of wood. A watertight bulkhead should extend against the inner side of the outer planking and against a vertical rib, which would mean that the ceiling or inner planking would all abut against this bulkhead. Unless the original design of the boat gave sufficient strength to the outer hull and did not depend on the strength of the ceiling, it can readily be seen that the boat would be materially weakened by having the bulkhead installed.

"The bill as written would require that bulkheads be placed in the boats so that any one compartment would remain afloat if opened to the sea, that is, filled with water, and I doubt if any boat, new or old, in this fleet would stay afloat if the engine room alone were filled with water. These boats are not passenger or freight ships, but are work ships, designed to withstand the rigors of the sea, and certainly the record of the modern trawler is such that there need be no great alarm over the hazards of the fishing industry.

"We feel that great care should be taken to make these boats safe, and that certain equipment is necessary, but we do not feel that the requirements for line guns and projectiles is worth anything without breeches buoy equipment, and certainly that is impossible on board our present size of boats.

"The industry is taking punishment for the record of the old schooners and the history of early fishing. I had a well-informed gentleman in the fisheries tell me that less than a dozen men had been lost at sea from the trawler fleet, with the exception of an old seiner which was lost with all men some years ago.

"An actuarial survey of the modern fishing industry by a responsible insurance company showed that the hazards of the fishing industry were less than those of the shoe industry."

In its report on this bill, the Bureau of Marine Inspection and Navigation generally approved the whole bill with the exception of a few suggested amendments, and this Government service carries a lot of weight.

One might think we had an industry where there was little regard for human life, or where there was not much chance of a person dying a natural death. This is wrong.

It is true, however, that every practical safety device should be provided and every safety precaution observed, but the industry should not be unnecessarily encumbered. Safety requirements should carry proper modifications for different classes of boats and service.

The Mussel, the Cinderella of the Sea

By Walt C. Wandell

DURING the first World War economic agents of the United States dipped into the sea and found an almost fabulous resource in the mussel beds which fringe some 2,000 miles of Down East coastline. It was fabulous in quantity alone, but what made it even more so was the fact that a vast natural source of wealth was idle.

For mussels in those days were in a class with horse meat. They were despised as food; they were taboo; yet, like horse-meat, they were condoned for purposes of emergency. And so the United States made a cross-section census of its mussel population. This was confined to the prolific coast of Maine, where the survey disclosed that here alone were enough mussels to feed the entire forces of the Army and the Navy for ten days.

This was an amazing fact for wartime, particularly since the supply in Maine was only a portion of the total availability of mussels in our North American waters. On the basis of 3,000,000 men, this meant something like 30,000,000 food days in reserve from Maine alone; and when this equation was extended to the mussel resources of both coastlines the result was staggering.

What is more astounding yet, however, is the fact that today this situation is unchanged. Today the wartime value is the same, if not greater; but the surprising element is the almost negligible use of all this wealth during a period when the Federal Government has produced these supplemental facts about the mussel:

It is as wholesome, as palatable, and as nutritious a food as either the oyster or the clam; and, by some, is regarded as superior in flavor to either one of these. It is one of the most digestible of foods and is particularly adaptable to people with weak digestive systems. The quantity of actual nutriment contained in the edible portions (the meat and the liquor) is slightly greater than in either the oyster or the clam. It is more numerous, more accessible, more readily marketed, and, therefore, cheaper to the consumer. It is available in its prime during part of the season when both the oyster and the clam are off the market.

Extensively Utilized by Foreign Countries

During the entire twenty-two years' interim, the Government has put its wartime discoveries to work for peacetime enterprise. It has explored the field of mussels through research, education, and promotion; and, only recently, the United States Fish and Wildlife Service summed up as follows:

"The sea mussel, one of the best and most abundant of sea foods, furnishes an example of waste of natural resources in America through failure to utilize it.

"In Europe the sea mussel is one of the most highly regarded shellfishes. Great Britain and Ireland consume 35,000,000 pounds and little Holland over 65,000,000 pounds a year. In France about 400,000,000 pounds are produced annually and cooked in ways to delight the epicure. Yet in the United States practically none is used for food."

And here, again, the Government gives an indication of the prodigious wealth which still lies idle in this resource. For France, with an annual commercial output of 400,000,000 pounds, has a coastline comparable to only a fraction of that of the United States; and in North America mussels are found on the Atlantic coast from the Arctic Ocean to North Carolina, and on the Pacific coast as far South as San Francisco. Moreover, they are so dense on the shores of New England, New York, and New Jersey as to be available in tons.

Recently, the State of Maine began a drive of its own to convert this resource to commercial use. This developed from two causes: first, a need for new economic footholds for Down East fishermen; and, second, a move to close some of State's existing clam beds for a period of replenishment.

Reasons for Lack of Popularity

Throughout all this, however, commercial capital in the fisheries has been reluctant; the public is either unaware or still uneducated; and the mussel is still the Cinderella of the sea.

But why, since its gastronomic graces are on a par with those of its more eminent sisters in the bivalve family? Why, since scores of people go to delicatessens and buy the same mussels as imported luxuries from foreign lands? Why, since other scores of people search out the byway restaurants which make mussels an exotic specialty? And why since still other scores come back from trips abroad with epicurean ecstasies over something as common in America as a kitchen fly?

Well, for one thing there's the Cinderella aspect. The mussel is too common, perhaps—both in numbers and appearance. Go anywhere along the Maine coast and you'll find it in such quantities that you'll cease to think about it in terms of edibility. Moreover, it plays such a humble role in seashore life that it often goes unnoticed. It wears a plain, hairy coat of red or blue; it seldom has a secret cache of jewels like the oyster; and, unlike the clam, it never wanders from a fixed adherence to its home. But there is this, also, about our lowly Cinderella: while she is roundly and generally snubbed, she climbs in value and appreciation with refinement of our tastes. She is always a piece de resistance for epicures.

Again, it is a question of taboo—some squeamishness left over from our pure Colonial tastes which seems to associate the mussel, not with the oyster or the clam, but with such items of a more exploratory taste as the periwinkle and the snail. But again—why? Why, since the mussel has neither horns nor tail and is bonded in blood to the bivalves? Why, except for snobbishness of color?

For there is this internal difference in the mussel: while the bodies of the oyster and the common clam are grayish, glutinous masses, the edible parts of the mussel vary between bright orange and coral hues. And upon this difference rests our question of taboo, but for what reason it is hard to understand. Actually, of course, there can be no great difference between swallowing a grayish, glutinous mass and swallowing an orange glutinous mass; for, regardless of color, both slide down the throat with an oozing sensation which is titillating to some, revolting to others. And, if the question were pushed still further, it might turn out to be a case of plain discrimination. At least it looks suspicious, for with two grays against the one there is a possibility that the real nobility of bivalve caste lies in our humble Cinderella.

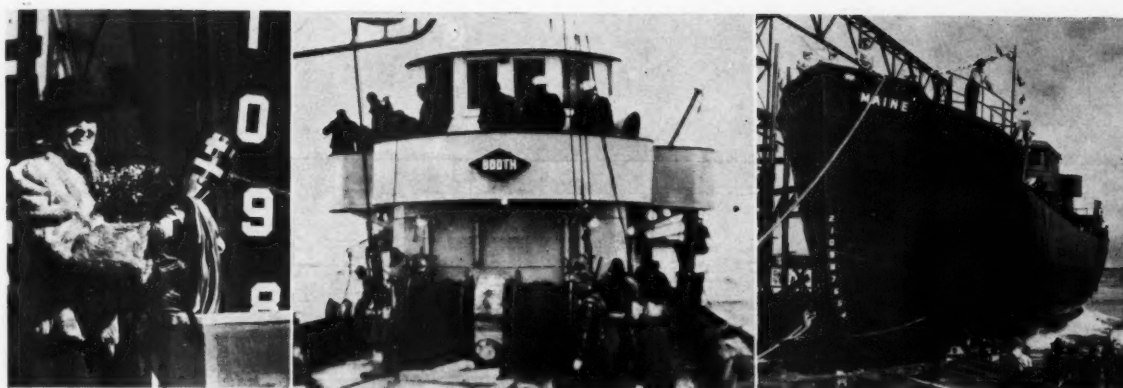
Again, the taboo goes back to a few cases of ptomaine which are as ancient as our country. When the settlers came, in fact, they found the mussels too accessible for their own good. They gathered them from lowtide pools where they had been exposed to the sun; and, as any bacteriologist will tell you, any shellfish is dangerous when exposed. Actually, ptomaine is no more prevalent in mussels than in oysters or clams; and the only precaution is that they not be gathered from exposed rocks, pilings, or from regions polluted by sewage or any trade wastes or refuse.

Wide Culinary Potentialities

Dismissing these objections, then, we find that our Cinderella is really a princess underneath. Not only that, she is a sensation if you know her—a taste sensation which is subtle, piquant, and provocative to the palate; and, as far as competitive possibilities go, the mussel has the advantage over other shellfish of being useful at various stages of its life.

The French employ very small mussels in making savoury soups and broths, but the widest range of culinary use is in the middling stage; and it is at this stage that it is best suited for steaming and service on the half-shell. Some epicures eat them raw, with a dash of lemon and tabasco; but for general purposes they make an incomparable specialty or appetizer when they are steamed and served with a savoury Marinere sauce. As an appetizer, also, pickled mussels are a gourmet's bit for the most discriminating smorgasbord. Mussels may also be stewed, fried, baked, roasted, and escalloped successfully.

One can readily see that it is no lack of quality and potential uses which has kept the mussel from the American table.



Mrs. J. J. Lamere, sponsor of the trawler "Maine"; center, deck scene on the "Maine" during her trial run; and right, the vessel sliding off the ways at Lawley's yard, Neponset, Mass.

Booth Trawlers Begin Careers Successfully

THE new 127' all-welded steel trawler *Maine* for Booth Fisheries Corp., Boston, slid gracefully down the launching ways at Geo. Lawley & Son Corp., Neponset, Mass., on Sept. 20. She was appropriately christened by Mrs. J. J. Lamere, wife of Booth's Boston resident manager, before 1,400 spectators, including all Booth and Lawley employees.

The *Maine* is a duplicate of the *Illinois*, which was launched August 28, and was fully described in our September issue.

The new vessels, which were designed by Gielow Incorporated, represent an advanced trawler design, and have many innovations. They were planned to provide maximum seaworthiness and ease of motion with a large carrying capacity, as well as to permit efficient fishing operations with safety under adverse conditions.

Included in the equipment on the *Maine* are the following: 650 hp., 260 rpm., 6 cylinder Cooper-Bessemer main engine, equipped with fresh water cooling and Maxim silencer; Edson steering gear, consisting of machine cut geared reduction, steerer chains, rudder indicator, 48" bronze steering wheel, and steerer stand equipped with foot-controlled wheel brake; 84" x 68" Ferguson propeller; 15 kw. Diehl tail shaft generator; 115 volt,

279 ampere hour Willard batteries; 135 hp., 600 rpm., 4 cylinder Cooper-Bessemer winch engine, with Electro Dynamic 80 kw. generator and 100 hp. motor; 30 hp., 3 cylinder Lister Diesel auxiliary set, direct connected to 15 kw. Diehl generator; Bromfield worm-gear trawl winch with electric control, and 5 hp. fish hoist; Columbian cordage; Roebling wire rope; Grimsby nets; Kelvin-White spherical compass; RCA radio telephone and direction finder; Brown oil-fired hot water heating system and oil burning galley range; Oceanic electric fixtures and fittings; and Kingsbury thrust bearing.

Trial Run and Maiden Trip of the "Illinois"

The trial run of the *Illinois* was staged off Boston Harbor on Sept. 25, with a large group of guests aboard, including R. P. Fletcher, Jr., president of Booth Fisheries, shipyard officials and representatives of equipment manufacturers.

The vessel gave remarkable performance, exceeding the best expectations of designer, builder and owner. Every item of equipment was demonstrated successfully, and the vessel made a speed of 11.6 knots.

Two days later, on the 27th, the *Illinois* left the Boston Fish Pier on her maiden trip under command of Capt. Morton Selig, and with Roger Horton as engineer. In just a week she returned to port after a record run from Georges Bank, with 140,000 pounds of fish, which netted each member of the crew \$175. Captain Selig reported that the trawler made a speed of over 12 knots on the homeward run, which makes her one of the fastest trawlers in the Boston fleet.

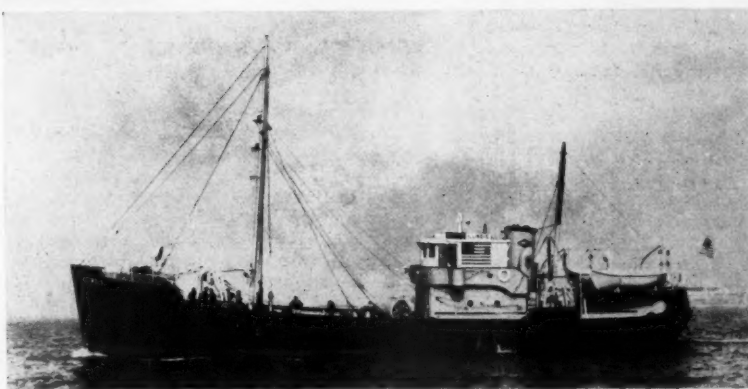
Trial Run of the "Maine"

On October 11, exactly three weeks after her launching, the *Maine* made her trial run with Capt. Lars Lunde at the wheel and Engineer Robert Partridge below. He took her out to a point 15 miles off Boston Lightship, where the 50 passengers

(Continued at bottom of next page)



Above, left to right: Edward D. Whiting, General Manager, Geo. Lawley & Son Corp.; A. J. MacDonald, Treasurer, Gielow, Incorporated; and Capt. Lars Lunde, skipper of the "Maine".



Right: the new steel trawler "Illinois" on her trial run.



The new dragger "Holy Cross" showing its full stern, and at right, the A-frame steel mast. In the group, from left to right, are Miss Gertrude Dolan, sponsor; F. J. O'Hara, owner; Rev. J. R. N. Maxwell, president of Holy Cross College; and Rev. Joseph E. McCarthy, Bishop of Portland.



"Holy Cross" Launched At Portland, Me.

WITH a brilliant sunset glow across the harbor, the new dragger *Holy Cross*, seventh of a fleet of ten for F. J. O'Hara & Sons, Inc., took her initial dip in the deep blue on Sept. 29 at Maine Shipyards Corp., South Portland.

During an impressive launching ceremony, the 58-foot craft was blessed by Rev. Joseph R. N. Maxwell, president of Holy Cross College, and christened by Miss Gertrude Dolan of Boston.

The *Holy Cross* medal, which was attached to the ribboned bottle of champagne, will be placed in the pilot house of the boat, which will be skippered by Capt. Charles Lowery of Rockland.

A large group of guests were present, including several clergymen. Following the launching, a dinner and entertainment were enjoyed at the Lafayette Hotel.

got a taste of choppy going, with spray blowing over the deck. Although she had only 10 tons of ice to ballast her hold, the ship rode the waves exceptionally well, and made a speed of over 11 knots.

A trial set was made with the trawling gear, which produced a catch of numerous varieties that were distributed among the guests.

An interesting feature of the trip was a conversation over the ship's telephone with Capt. Morton Selig of *Illinois*. He was experiencing some rough weather on Georges Bank, with waves breaking over his pilot house. Nevertheless, he reported that his ship was handling exceptionally well and was still dragging.

The *Maine* returned to Lawley's after her trial, which was pronounced thoroughly successful by Marine Superintendent Jens P. Bruun. She headed for the Banks on October 16 for her first trip.

Booth's Boston Plant

Booth Fisheries Corp., with headquarters in Chicago, Ill., is one of the largest and oldest concerns in the industry. It operates 44 branches and cold storage warehouses throughout the country.

Booth's production of fresh and frozen North Atlantic varieties is handled on Boston Fish Pier, where the Company maintains modern packing and freezing facilities in a three-story plant with an 80-foot frontage.

The *Holy Cross* was designed by Eldredge-McInnis, Inc., and is powered by a 120 hp. Superior Diesel. She is an exact duplicate of four sister ships already in service, which include the *Ave Maria*, *Queen of Peace*, *Trinity* and *Boston College*. The last 58-footer in the new fleet, the *Georgetown*, was scheduled to be launched on October 25. Of the four 82-footers in the fleet, two remain to be completed.

The entire fleet of new draggers will supply the packing and freezing plants of F. J. O'Hara & Sons at Rockland and Portland.

New Dragger Building at Camden

Camden Shipbuilding & Maine Railways Co., Camden, is building a 75-foot dragger for Capt. Charles Carver of Rockland, to be powered by a 165 hp. Fairbanks-Morse Diesel and to be ready for launching in January.

Building Dragger at Southwest Harbor

Southwest Boat Corp., of Southwest Harbor, is constructing a dragger for Capt. Joseph Novello of Gloucester, which will be 97' x 21' x 10' 5" and will have a 300 hp. Atlas Diesel.

Fish are taken directly from the boats to the second floor of the plant, where they are handled on an overhead track. As required, they are discharged into a chute that carries them to fillet cutters on the first floor. After being cut and washed, the fillets are wrapped in cellophane or parchment, and packed in 1 and 5-lb. paper cartons; 10 and 15-lb. wooden boxes; or 10, 15, 20 and 30-lb. tin boxes. The cartons are sent to the third floor, where they are quick frozen in Booth's multiple plate freezer. The packages are heat-sealed with cellophane after freezing. For shipment, the quick-frozen product, which carries the "Tastyloin" brand name, is packed in master cartons holding 4 five-pound units or 36 one-pound units.

75th Anniversary for Builder

The builders of the *Illinois* and *Maine*, Geo. Lawley & Son Corp., since its establishment in 1866, has launched nearly 1,200 vessels of various types and sizes in both wood and steel construction, for yachting, naval and commercial service.

The plant covers an extensive area in the Neponset section of Boston. It has seven building ways, three railways, and ample fitting-out piers with every facility for the efficient construction and repair of steel vessels up to 230' in length.

Lawley officials are F. C. Paine, President, and Edward D. Whiting, Vice-President and General Manager. The various departments are headed by men of long experience in the construction, repair, and outfitting of vessels.

"Santa Gemma" Launched At Friendship

THE 80-foot dragger *Santa Gemma* took her maiden plunge on October 13 with a special Columbus Day launching ceremony at the yard of W. S. Carter in Friendship, Maine.

She was christened by Mrs. Olympia La Rosa, wife of Anthony La Rosa of Everett, Mass., the boat's owner, and mother of Capt. Charles La Rosa, who will be skipper.

Built from a new model, the *Santa Gemma* has distinctive lines. She has a rounded, Friendship-type bow which has a small rake with but little flare. Her stern is round and her beam is 17' 4". She has sawed oak frames, oak planking and native pine decking.

The fish hold is 18' long, 8' deep and has 15 pens with a capacity of 80,000 lbs. of iced fish.

The boat is equipped to drag from the starboard side. She has a Hathaway winch with Kinney hauling clutch, Roebbling wire rope, and Dagle & MacMillan gallows and bollards.

The pilot house will have quarters for the captain and will be equipped with a Fathometer, Jefferson-Travis radio telephone, Ritchie compass and 48" Columbian mahogany steering wheel.

Accommodations are provided for 8 crew members forward and the engineer aft. The roomy fo'c's'le is finished in cypress and has an oil skin locker, clothes closet, ice box and Shipmate galley range. There is a cypress water tank.

The engine room, with four 8" brass port lights in the trunk, has ample working space. The main engine is a 6 cylinder, 160 hp., 9 x 12 Atlas Diesel, direct reversing, with inbuilt sailing clutch. The shaft is 4 1/2" bronze and the propeller a 54 x 40 Hyde, with Goodrich Cutless stern bearing. The auxiliary set comprises a single cylinder, 8 hp. Lister Diesel, driving a Curtis air compressor and Goulds centrifugal pump with V-belts and Kinney clutches. Batteries are 32-volt Exide.

The main engine was installed at the dock of W. Scott Carter Shipbuilding Co., in Waldoboro. Other equipment and rigging will be placed aboard at Friendship, from where the vessel will sail ready for fishing about December 1. Her home port will be Boston. Frank La Rosa will be the engineer.

The owner of the *Santa Gemma* operated for 17 years the 50' *Chas. M. Fauci III*, which he recently sold to New Bedford interests.

The *Santa Gemma* is the largest boat ever turned out at the Carter yard, and is the fifth fishing boat that has been completed by Carter during the past year. The other boats are the 71' *Dorothy and Ethel*, Capt. Harold Paulson of Portland; the 75' *Nancy B.*, Capt. John Bruno of Boston; the 75' *Nancy F.*, Capt. Leonardo Ferrigno of Boston; and the 48' *St. Joseph II*, Capt. John Zappia of Portland, which was completely rebuilt and converted from a netter to a dragger.

Carter recently laid the keel for a 65' dragger for Capt. Cleveland G. Burns of New Bedford, owner of the *Friendship*.

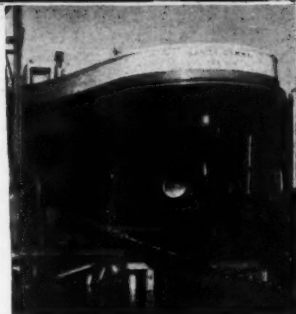
Maine to Have Another Lobster Rearing Station

Sea and Shore Fisheries Commissioner Arthur R. Greenleaf has announced the selection of Lamoine as the site for construction of the State's second lobster rearing station which was made possible by a \$40,000 Legislative appropriation last winter. Stating that he was acting upon the recommendations of an impartial board of experts plus the results of a personal investigation, Greenleaf said that work on the new station will get under way as soon as feasible, and that it was being designed to produce fourth stage lobsters by the same method now used so successfully at the three year old state-owned plant at Boothbay Harbor.

The foundation will be laid close to the shore of a section of extensive property which was formerly developed by the U. S. Government as a naval coaling station, and which was purchased by the State several years ago. At the present time the University of Maine is operating a marine laboratory for biological study near the proposed site, and helpful co-operation between the staffs of the two plants is a part of the plan of action.



Above, the "*Santa Gemma*" launching party, showing from left to right, Peter Piscitello, Capt. Charles La Rosa, John La Rosa, Mrs. Olympia La Rosa, sponsor, and Anthony La Rosa, owner; at right, the vessel on the ways at the W. S. Carter yard, Friendship, Me.; and below, the vessel after launching.



He pointed out that the new station would be centrally located as compared with the Boothbay plant in that it would concentrate on waters from Vinalhaven to Eastport while the other station would release its output from Vinalhaven to Kittery.

Preliminary plans call for a one story building about 90x60 feet and a small pumping station. The salt water in-take will be directly in front of the station. Both hatching and rearing will be done in the same building. Seed lobsters will be stored in a State owned pound at Beals Island about twenty miles by water from the new plant. Distribution of the fourth stages will be done by truck and boat, and the estimated output will be close to one million a year.

Packers Ask Winter Work

Governor Sumner Sewall told a Washington county delegation on Oct. 3, that he would consider calling a special legislative session to act on a proposal to extend the sardine packing season if it were shown such a step was "economically important."

The packing season, under State law, is from April 15 to Dec. 1, but packers, the delegation said, cannot pack enough in that period to meet the unprecedented demand, partly caused by curtailment of foreign imports.

The committee told the Governor that the packers desired to have the law changed to permit operation of factories during the winter to meet the demand.

Want New Brunswick Herring

Maine sardine canners have protested to Congress that a New Brunswick regulation banning shipment of herring from Canada to Maine for canning purposes between Jan. 1 and April 15 would hinder their operations.

They contended that the United States already was supplying Great Britain with sardines under lease-lend provisions and Canada with some of its tin plate and oil.

Shipments to Great Britain, they protested, were depriving them of serving the domestic market unless they were able to obtain New Brunswick herring.

Chesapeake Crab Situation To be Studied

AT a meeting in Washington, D. C., on September 25, held at the request of the Commissions of Tidewater Fisheries of Maryland and Virginia, the U. S. Fish and Wildlife Service agreed to study the Chesapeake crab industry to determine measures that would restore the fishery to its former high level of production. This request for a Federal study was an outgrowth of several previous meetings between Maryland and Virginia crabbers and packers. These meetings had demonstrated to the two Commissions that neither of the States were willing to fully accept the suggested remedies offered by the other.

A similar situation developed a few years prior to 1925. The crab population had dropped to a point where it was no longer profitable for most people to fish for crabs. The U. S. Bureau of Fisheries was asked to conduct an unbiased survey. This study was made in 1924 and specific recommendations were presented to the States. These suggestions were accepted by the industry and appropriate laws enacted by the two Legislatures. The industry made a tremendous recovery in a very short time and crab production reached an all time peak in 1931 and 1932.

Because of the abundance of crabs and poor economic conditions at that time, the laws were relaxed and the total Bay production has again declined.

The U. S. Fish and Wildlife Service agreed to start a survey immediately to bring their 1924 report up to date. This will enable them to offer specific recommendations in the very near future. At the Washington meeting, it was further agreed that every effort would be made to obtain necessary money for the service to set up machinery for a permanent check of the crab industry in the Chesapeake Bay so that the administrative officers of the two States would always have a clear picture of the industry before them. Thereafter, with all facts before the administrators and the industry, any changes that might be necessary in laws governing the industry could be put into effect immediately.

Maryland Oyster Bars Examined

The Commission of Tidewater Fisheries planned to begin the 1941 inspection of Bay oyster bars on October 9th. It is the practice to obtain the services of one of the Bay dredgers to duplicate commercial oyster dredging operations. Captain Bill Carrol Todd was employed to use his dredge boat, the *H. M. Rowe*, for the work.

Good Price for Oysters

Oysters are bringing good prices both in the shell and gallon. Oysters, the last of September were selling in the shell from seventy-five cents to ninety cents per bushel, and for standards \$1.30, and selects for \$1.70 per gallon, in the local market. The stock is in good shape and the market is good.

A large run of butter-fish was reported by the haul seiners in upper Chesapeake Bay during the month of September.

Christy Opens Branch

George A. Christy & Son of Crisfield, has opened a branch oyster packing plant at Tangier Island, Va. This firm has a branch plant located at Saxis, Va., as well.

Oyster Shells Planted

A total of 1,612,464 oyster shells have been planted on Chesapeake Bay oyster bars, the Tidewater Fisheries Department announced. Department officials say it is too early to predict results but every effort is being made to increase the efficiency of the shell planting operation.

The importance of getting a set of young oysters on the shells the first year the latter are planted is stressed. Shells were planted on the Eastern Bay bar in 1939 and 1940. Holland Straits have also been set aside as a seed area by recent legislation.

The department is keeping careful record of shell planting by making accurate counts of the spat fall on each planting. If records show that shell planting is ineffective in an area, seed oysters grown on more favorable sites will be planted there instead of shells.

Large Shipments of Oysters

One of the largest shipments of oysters so far this season,

was by C. A. Loockerman, Inc., of Crisfield. They shipped 365 gallons during one day. Geo. A. Christy & Son of Crisfield also made over a thousand dollar shipment to a market in South Carolina, supplying a Government order for troops stationed in Camp Croft. Miles Seafood Co., Hall N. Miles, owner, has been running oysters by truck into Texas to fill Government orders for troops stationed in that area.

Virginia Oyster Prospects Good

AFTER a survey of oyster grounds in the James and adjacent waters, officials of the Virginia Commission of Fisheries stated that, judging by the appearance at the opening of the oyster season October 1, a good year is contemplated.

On the opening day of the oyster season, Commissioner J. Brooks Mapp, Captain L. Selden Taylor and W. C. Parsons, made a survey of the oyster grounds which were being worked by about 125 boats.

Prices for the seed stock were quoted slightly higher than at the opening of the season last year, with the catch bringing 25 cents per bushel.

A normal catch for a boat worked by three men, Commission officials said, at this time of the year, is about 100 bushels daily. At the Commission offices in Newport News, indications for a good oyster season were said to be favorable, but as yet, it was pointed out, practically no shucking stock had been caught.

The oyster stock was described as comparatively free from drills which have plagued oysters in the James for several years.

One source stated the drills apparently were most in evidence following times of extreme droughts when the salinity of the water rose to such a degree that the drills, which are not apparent in fresh water, flourished. It is also at those times of high salinity in the region of the oyster rocks that clams move in as the oyster stock disappears.

With heavy winter snows and rains tending to drive the saline waters back the situation appears good for a successful oyster season.

Shortage of Fish

With the fish industry rapidly becoming part of the Nation's new food program, fishermen and seafood dealers on the Eastern Shore, of Virginia, are reportedly facing a dilemma. Demand for seafood, which is said to be greater this year than for a number of years, has been of small benefit to Eastern Shore fishermen, because of an acute shortage of fish. Only in the Northern Neck Area are fish reported in abundance. What has caused the shortage is unexplained beyond the statement that it seems that at times the fish just disappear.

In the Northern Neck Area, "everything is fine" with both fishermen and crabbers reporting good catches, and comparatively high market prices. Pound net fishing is favorable. Large catches of menhaden are also reported being made in this region.

But there is a different story on the Eastern Shore. Recently there was not a single pound net out. The fish shortage has hit Eastern Shore fishermen at a time when good catches are being reported all along the Atlantic Coast.

Each year more than 150,000 fishermen, manning at least 5,000 fishing boats, take their living from the waters adjacent to the United States, bringing in over 5,000,000,000 pounds of seafood. In short, the seafood and fishing industry has grown to be distinctly big business with almost a million dollars from sales of fishery products passing across the nation's counters each year.

Ballard Acquires Southampton Docks

One of the largest transfers of property involving the seafood industry in Norfolk took place in September when the Ballard Fish and Oyster Company purchased the entire properties of Southampton Docks, Inc. As soon as it acquired the property the Ballard Company re-sold a portion of it to the J. H. Miles and Company, oyster dealers. W. L. Chase and Company also oyster dealers, will rent from the Ballard Company, as its activities take place on the docks.

Florida Fisheries Association Holds Annual Convention

JACKSONVILLE, FLORIDA, was host to the first annual convention of the Florida Commercial Fisheries Association in September at the Mayflower Hotel. Mayor Alsop addressed the 125 delegates in welcome, and Congressman Bob Sikes of Crestview, Florida, cited his efforts to help the seafood industry.

S. E. Rice, State Supervisor of Conservation, E. H. Cooley, manager of the Massachusetts Fisheries Association, Charles W. Triggs, chairman of National Fishery Advisory Committee, and Stanley deJ. Osborne, vice-president of Atlantic Coast Fisheries Company, were among the speakers. The need of a united association and a willingness of individuals to co-operate in combatting adverse legislation, State or National, was emphasized.

Mr. Triggs, in his speech, discussed the problems connected with selling fish to the Army. He told of the specifications which have been formulated regarding the sizes and packaging of products purchased, and the difficulties in getting small lots of frozen fish delivered in good condition. He also explained what the Advisory Committee was doing in the preparation of an educational manual for mess sergeants, which will describe the varieties of fish available, seasons when plentiful, standard packaging and other data which will facilitate purchasing. He then brought up the subject of bids and pointed out that there had been a wide variance in quotations from different dealers. Finally he mentioned the fact that the Army is interested in getting products which lend themselves most readily to easy handling.

Harry McCreary of West Palm Beach and Tarpon Springs was re-elected president. Other officers elected included vice-presidents from association districts, as follows: Tom Smooth of Fort Myers, Terrill Hayes of Fort Pierce, L. C. Youmans of Crystal River, Jack Crosland of Miami, and Frank Wells of Pensacola.

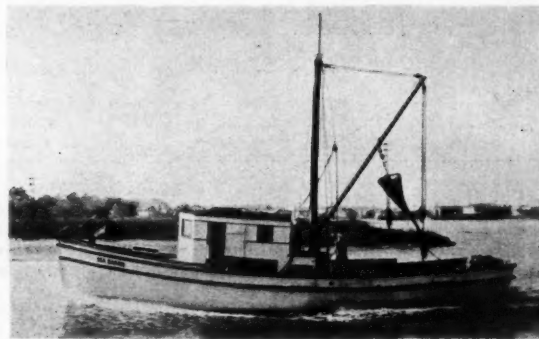
Sponge Fleet Safe from Real Bombs

Conferring with Army officials in Tampa on the effects to the sponge beds of the Gulf of Mexico that the aerial target practice will have, George M. Emmanuel and Peter Saclarides, of Tarpon Springs, were given assurance that in no way will they be injured, nor will there be but little hindrance to the boats working this section of the Gulf waters.

Emmanuel and Saclarides conferred with Major General Barton K. Young, Col. Alexander Johnson, Col. Brady and Capt. Jerry Warner. After hearing the local representatives, the Army men said that real bombs would not be used, and for this reason there would be no explosions in the water to



The shrimp trawlers "Rainbow", owned by J. R. Hardee, and the "Starboard Rock", owned by Arthur Rock, both of Berwick, La., icing up at the Public Utilities wharf in Morgan City, where a Creasey ice breaker funnels several tons of crushed ice into the holds.



The shrimp boat "Sea Baron", owned by L. J. Hardee, New Smyrna Beach, Fla. She is 45 x 13½ and powered by a Caterpillar Diesel engine, turning a 38 x 30 propeller.

speak of, that could cause a loss to either the sponge or fishing industry.

It was further pointed out the only time the sponge fleet would be hindered in working the beds would be when actual target practice was being carried on.

Apalachicola

After a temporary lull in the seafood industry, caused by much unsettled weather lately, fishermen are bringing in numerous and large catches, ranging from deep water fish to oysters.

Mullet, one of the Southland's most commonly known fish, are beginning to show up in ever-increasing numbers.

The snapper fleet, after having remained in port for several weeks, is now out fishing.

Shrimpers brought in large catches of Gulf shrimp running into thousands of pounds.

Titusville

Work at the Scobie crab canning plant has been resumed after a seasonal lay-off. About fifteen men are now engaged in catching Indian River crabs, much of the supply coming now from Oak Hill neighborhood. The catch is running around 2,500 to 3,000 pounds daily.

Pensacola

Owing to the demands of Federal menu makers in camps of the South, enormous quantities of fish ordered often cleans the wholesale houses of red snapper. There have been times when a large wholesale house hadn't fifty pounds of red snapper to spare. The large demand for snapper is due to the way it "handles". Wholesalers do, of course, take care of their regular customers.

At times when other fish were so scarce, the lowly mullet, looked down upon by many, but declared by many Floridians to be "the sweetest tasting fish there is," formed the fish part of many a meal.

At the same time State Conservation Commissioner Rice warned that mullet may become almost extinct in Florida waters unless rigid conservation is provided.

According to Commissioner Rice, fishermen are thoroughly acquainted with the threatened depletion of mullet, but some will not co-operate in a closed voluntary season. The reported catch of mullet for 1940 was 33,718,807 pounds.

Warren Fish Co. Launches Mine Sweeper

A crowd of naval officers and civilians watched the launching of the mine sweeper USS Conquest from the ship building yards of Warren Fish Company in Pensacola. Mrs. Francis Wm. Taylor, wife of Lieut. Comdr. Francis Wm. Taylor, former president of Warren Fish Company, builders of the craft, gave the Conquest her champagne baptism.

New Crabmeat Packing Plant

Florida's new crabmeat packing plant to open at Apalachicola soon is to be operated by Sterling G. Harris, Port Royal, S. C., packer, and chairman of the American Crab Packers' Committee.

Gulf Loses Market For Dried Shrimp

THE troubled situation in the Orient, coupled with the lack of shipping facilities due to the European war, has put a damper on one of the Gulf Coast industries—dried shrimp.

Most of the dried shrimp, which has long been a main item of diet with the people of Japan, China, the Philippines, Cuba and Mexico, also the West Indies and South America, has been shipped from this section. The export season started in September, but lack of shipping space has almost spelled the end of the business, at least temporarily.

Three years ago about 75 per cent of dried shrimp was shipped to China. Until the war intervened one exporter, The Quong Sun Co., Inc., of New Orleans, did an annual business of \$200,000. Shipments began to show a big decline last year but exporters were able to dispose of their stocks. Just what the exporters will do now is problematical. Dried shrimp, when packed, will keep about two years, and as exporters can hardly afford to abandon their drying sheds they probably will continue this year hopeful that the International situation may not be so tense in the Fall of 1941.

Shrimp Catches Small

Gulf coast shrimp fishermen have run into hard luck since the season opened. The weather has interfered. The hot wave of late summer, of unusually long duration, militated against the interests of the fishermen by driving the shrimp far out in the Gulf. West winds also caused an exodus and greatly reduced the early daily catches. Then in September came Gulf gales which kept many fishing boats in port for days. The shrimp caught so far this season are not only limited in quantity, but small in size and not easy to sell.

New Quick Freeze Unit

The South Mississippi Ice Co., of Biloxi, has completed construction of an additional 50,000 pound per day capacity quick freeze unit. This gives the firm a total daily capacity of 70,000 pounds. The original unit, installed in 1938, had a capacity of 20,000 pounds per day, being designed by George Elder, chief engineer, assisted by E. K. Strahan, consultant engineer of New Orleans.

The unit when installed was one of the first on the Gulf coast, and its success prompted Hermes Gautier, president of the Company, to order almost triple expansion of facilities.

However, the shippers of sea food from the Gulf coast are running into competition with their own product which has been shipped to Northern markets unfrozen, according to Mr. Gautier.

The new unit will feature the recent improved plate system of freezing, as against coils. In these hollow plates, the refrigerant will circulate, and the sea food to be frozen will be placed in trays directly upon the surface of the freezing units.

The "Texas" of Galveston

A new comer to the waters of Galveston is the *Texas*, built for the Pilots' Association of Galveston and Texas City, Texas, by the Gulf Marine Ways of Galveston. F. Brander, manager of the Ways, was designer of the sturdy 65' craft.



The "Texas" of Galveston.

The *Texas* is of deep draft for off-shore work, and is designed with a sharp stern to facilitate backing away from a freighter in rough weather.

A Cummins Diesel, model LML-602, 6 cylinder, 7" x 10", powers her. The motor develops 225 hp. at 800 rpm. Reduction gearing is 2 to 1. The 50" x 42" three-blade Hyde propeller is turned at 400 rpm.

Her auxiliary power is a Cummins Diesel, model AGD-401-15, direct connected to a GE 125v DC generator installed to furnish electric current aboard the boat. The boat is equipped with ship-to-shore radiophone, power for which is furnished by a 15kw generator. The two Diesel motors are equipped with Harrison heat exchangers and individual Maxim silencers.

Mr. Brander is a veteran ship builder and designer having to his credit the *George R. Smith*, patrol boat of the Mississippi Sea Food Commission, built in Mr. Brander's former yard in Biloxi, Mississippi; and an inspection boat built for the Houston Port Commission. Both these boats are Cummins-powered.

Louisiana Shrimpers

THE Morgan City waterfront hummed with activity Oct. 7 and 8, as shrimpers checked over their craft and pulled into ice houses for ice. The "break" in the weather gave them a new lease on life and the report that one boat had come in with 35 barrels added to their eagerness to get to the grounds. It is said that several of the trawlers will go to Grand Isle for a try out of that port.

Prices Set

The Gulf Coast Seafoods Producers and Trappers Association, Inc. met Oct. 4. Among the more important decisions reached was the setting of prices. The following prices on shrimp are now in effect: 25 count and under (tails) 20.00 per barrel; 26 count and over (tails) 18.00 per barrel; 16 to 22 count (whole), 15.00 per barrel; 23 to 25 count (whole), 14.00 per barrel; 26 to 30 count (whole), 13.00 per barrel; 31 to 35 count (whole), 12.00 per barrel; 36 to 40 count (whole), 11.00 per barrel. Shrimp to be shipped green is measured tails only. Shrimp for canning are weighed whole. The weight of the tails is approximately 60% the weight of the whole shrimp.

"Ramos Jr." Joins Family

The Ramos Shrimp Company's new boat made its maiden trip last month. It is the *Ramos, Jr.*, and joins a family comprising the *Ramos, Ramos II, III, IV and V.*

Conservation Bulletin

D. L. Simon, Chief Enforcement Division, Department of Conservation, has issued the following bulletin:

Food is as necessary as armament in our National Defense Program and shrimp is one of our finest foods. Help yourself and assist in food preparedness by carefully observing the following:

1. Do not take undersize shrimp. These shrimp are growing rapidly and will mean more food in a few weeks.
2. Use a try trawl so that you will know at all times exactly what is going into the net.
3. Avoid areas where small shrimp are developing—particularly bayous leading into the upper end of bays.
4. Clean out unwanted small fish (not shrimp) immediately and return as many as possible alive to the water. These may be of value later.
5. Do not trawl in badly mixed shrimp with the idea of throwing the small ones overboard. A valuable product is thus wasted and you are helping destroy your own industry. Avoid trawling at all in such areas.

Your help in the observance of the above mentioned regulations will not only assist in the matter of greater food production but will also result in better future trawling.

Fire at Golden Meadow

Damage estimated at about \$150,000 resulted from a fire of undetermined origin which broke out at 2 a.m. on October 4, at the Gulf Fish and Shrimp Company packing house here.

Walton and Nolan Tomplain, owners of the plant, said a check of their books would be necessary to determine the exact loss, but said that more than 7000 cases of canned shrimp were stored in the plant at the time of the fire.



The menhaden boat "The Boys", owned by W. M. Webb, Morehead City, N. C., powered by a 6 cylinder, $8\frac{1}{2} \times 12\frac{1}{2}$, 4 cycle, 150 hp. Wolverine Diesel.

Importance of Fish Stressed at Food Distributors Meeting

NEARLY three billion pounds of fish and shellfish per year are taken commercially for food in the United States and Alaska. The Chicago market handles about 59,400,000 lbs. of fresh and frozen fish and shellfish per year of which roughly $\frac{3}{4}$ is brought in from 34 states and Alaska. The remainder arrives "in bond" from Alaska or is shipped from eight Canadian Provinces. The shipments are almost equally divided between truck, express and freight transportation.

These data do not have much to do with food value but they do indicate roughly the widespread territory from which fish and shellfish must be brought in order to satisfy the consumer's demand for the kinds he is accustomed to or has developed a liking for. Most people unfortunately think in terms of only a few species, which due to their popularity and comparative scarcity demand fairly high prices. Most of you probably do not realize that salt water species of fish are sold under 150 names, fresh water species under 60 names and shellfish under 20 names. Some species are sold under one or more local names, but even so, many varieties of fish and shellfish are available, and many varieties which are really good eating can be purchased very reasonably during any period of the year. The house-wife can be pleasantly surprised and the men-folks delighted when an untried species has been prepared or a new recipe applied. As one of the research members in our laboratory who was studying fish-cookery methods, used to tell me, "try this, it will be something that you will be willing to get up on a chair and sing for".

Of the 59,400,000 lbs. of fresh and frozen fish sold on the Chicago market last year, the fresh water species accounted for 54 percent, the salt water species for 27 percent, and shellfish and miscellaneous for 19 percent of the total. There was an increase in receipts of 23 percent over 1939. Halibut with 7,700,000 lbs. was shipped into Chicago in greater volume than any other item and dominated the salt-water fishery supplies. Shrimp with 7,500,000 lbs. was second and was the favored shellfish. Lake trout with 6,000,000 lbs. was third and supplied the largest volume of fresh water fish. Whitefish were fourth with 3,900,000 lbs.; lake herring were fifth with 3,600,000 lbs.;

saugers were sixth with 3,500,000 lbs., and rosefish fillets were seventh with 3,200,000 lbs.

The per capita consumption of fish and shellfish is now about 13 lbs. per year. The great advances in transportation and refrigeration made in the past few years should increase the availability of desirable quality fishery products. Moreover, the preparation of fillets or "ready for the kitchen packs" of fishery products at the producing centers should increase the inducement to cook more fish.

Bother, bones and smell are the three hindrances to a greater per capita consumption. The producer or retailer can eliminate the bother and the bones, and really fresh fish will smell up neither the kitchen nor the dishes. Eating fresh quality fish is really a pleasure.

Fishery products have passed the tests which show that they are indeed foods having a high nutritive value. The flesh of fish and shellfish contains appreciable amounts of several vitamins. Marine products are rich in iodine and many seafoods contain appreciable amounts of calcium, phosphorous, iron and copper. Finally, the protein of fish and shellfish is very digestible and has a high food value.

Furthermore, fish and shellfish are economical foods and can well be included in the diet during several days of the week.

The above is from an address by Hugo Nilson, Associate Pharmacologist, U. S. Fish and Wildlife Service, at the recent 14th annual convention of the National Food Distributors Association in Chicago.

North Carolina

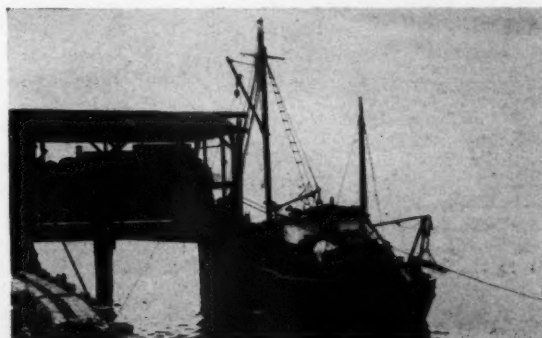
WHAT is said to be the greatest run of Spanish mackerel that has ever been known off Southport, occurred on Sept. 25. From the Cape Fear river bar, running in all directions and as far as any of the boats have gone, the surface of the water was covered with leaping fish.

Clams

More clams in coastal Carolina waters are reported than ever before, says State Fisheries Commissioner John A. Nelson. Clams are caught with hand rakes, and sometimes as many as 10 to 15 bushels to the man are caught per day. During the past fiscal year 65,964 bushels of clams were marketed, in addition to those bedded, and they sold right on the ground for 75 and 85 cents per bushel.

Wage and Hour Ruling

ACCORDING to the latest ruling of the Wage and Hour Division, dated October 17, all fresh, frozen, smoked, cured, and pickled fish are exempt. Employees handling not more than 20% of a work week of hermetically sealed containers will also be exempt. Office employees would not ordinarily come within the exemption, except such employees as clerks in a shipping department of a wholesale fish establishment who direct the shipment of the product and would seem to be engaged in marketing or distributing.



The "Fannie Parnell" of Provincetown, owned by Capt. Michael Diago, unloading whiting at Plymouth Fisheries, Plymouth, Mass. She is powered with a 90 hp. Superior Diesel engine, has a Hathaway winch, uses Linen Thread twines.

Gloucester

Continues

Lay-offs on Trips

FISHERMEN will continue the ruling calling for four-day lay-offs between redfish trips until expiration of the present redfish contracts, Saturday, November 1.

The fishermen want to learn how great the catch of redfish is to be on the Cape Shore off Nova Scotia, where many of the 65 draggers are now operating. In the event that a glut of redfish is produced there, the fishermen believe the lay-offs should be retained in order to prevent a glut here.

If there is not a glut at the Cape Shore, it was intimated they would be agreeable to lifting the lay-offs until further notice, and sail a day after arrival in port.

"America" to Go Fishing Again

The dragger *America* will soon be ready for sea again. She went aground September 6 on Ten Pound Island. She was taken to Parkhurst's railways, ballast removed, keel repaired, as well as other damage she received from her scraping. She was within a short distance of her destination when she went ashore. The *America* is owned and skippered by Capt. Gilbert Lafford, is 74 ft. in length, with 19 ft. beam and 10 ft. draft, powered by a 175 hp. Wolverine Diesel engine, and has a capacity of 90,000 lbs.

Mackerel Netters

The middle of October finds mackerel netters beginning to get ready for the fall fishing. Among the first to depart will be the schooner *Desire*.

Seiners

Seiners were having the best financial returns of the year, mackerel bringing \$1.75 per 100 lbs. Among the seiners stocking well were the *American Eagle*, *Eleanor*, *Santa Maria*, *Gertrude DeCosta*, Capt. Anthony Frontiero, and the *Bethulia*, Capt. Phil Curcuro.

There was a scarcity of large mackerel, but the seiners were getting small fish in large numbers.

Draggers

Draggers were making profitable trips, among them the *Newcastle*, Capt. Bert Cluett; *Emma Marie*, Capt. Percy Pieroway; *Joffre*, Capt. Simon P. Theriault; *Restless*, Capt. Ernest Provost; *Skiligolee*, Capt. Albino Pereira; *Raymonde*, Capt. Matthew Sears; and *Mary M.*, Capt. Tom Meagher.

The scallop dragger *Agda*, Capt. Ralph Clattenberg, was at New Bedford the first of the month with a big trip.

The newly converted dragger *Ruth and Margaret*, Capt. Nick Cole, arrived Oct. 8, with her second fare, hailing for 60,000 pounds.

Capt. Bert Cluett was relieved on one trip by Capt. John



Capt. Hubert Cluett of the Gloucester dragger "*Newcastle*", owned by Capt. John J. Burke. She is rigged with Wall rope.

J. Burke, local lawyer, and owner of the *Newcastle*, who hailed for 16,000 pounds of yellowtails at New Bedford October 8.

Gill Netters

During the early part of the month, prices were high, and the gill netters were making good money. Up in the list were *Phyllis A.*, *Naomi Bruce III* and *Edna Fae*. Capt. Jack Barrett, of the *Jackie B.*, caught a 150-pound sturgeon.

"Portugal" Being Lengthened

The dragger *Portugal*, Capt. Edward Fragata, owned by Capt. Albino Pereira, has been literally sawed in two at Burnham's Marine Railways, and the two sections spread apart so as to allow for the insertion of another section, ten feet long, to increase the length to 81 feet. The boat's capacity will thus be increased from 55,000 pounds to 90,000 pounds.

The earliest previous recollected operation of this nature was 15 years ago when the gill netter *Eliza C. Riggs* was cut in two and a five-foot addition made to increase her carrying capacity.

Two men on a cross-cut saw went to work on the starboard side, and two others at the same time on the port side. They sawed right down through the keel. The after section was then hauled away from the forward section, the required ten feet.

The entire job will take a total of four weeks before she is again ready for sea. Although a new, larger craft could have been built, it would have cost over double for the hull and it would have required several months before delivery, thus losing valued fishing time.

Red Fish

During the month of September there were landed at Gloucester, 165 trips of redfish totaling 12,520,000 lbs. This puts the month way ahead of September 1940 when about 7,000,000 lbs. were landed.



The Gloucester dragger "*Portugal*" in two sections ready for the insertion of another section.



The "*America*", on the rocks at Ten Pound Island, an experience which she successfully withstood.

Maine

Unsuitable for Oyster Cultivation

ANY attempt to establish an oyster industry in the State of Maine is not likely to succeed—natural conditions of the inshore waters are unsuitable for the cultivation of this bivalve. This is the conclusion reached after a survey of inshore waters of Maine by Dr. Paul S. Galtsoff, in charge of Shellfish Investigations, and Dr. Walter A. Chipman, Jr., oyster specialists of the Fish and Wildlife Service, United States Department of the Interior.

Believing that the presence of oyster shells in the large shellheaps in Maine were indicative of an extensive oyster fishery in early days, Arthur R. Greenleaf, Maine Commissioner of Sea and Shore Fisheries, requested Service officials to undertake a survey to determine the possibilities of re-establishing the oyster industry in Maine.

"In general," report the investigators, "conditions of the inshore waters of the coast of Maine were found to be unfavorable to the cultivation of oysters. Bay and tidal rivers of this section can be characterized by either rocky or soft mud bottoms; low temperature, rarely exceeding 60 degrees F.; and high salinity of water—all of which constitute an environment in which the oyster cannot thrive."

Some places that appear to be suitable for oyster cultivation were found in a few inlets in the Union River, in the Blue Hill region, and on Little Cranberry Island in Frenchman Bay. "It is our belief," declared the scientists, "that oysters would grow in these localities, but we must stress the fact that it is obvious that there are not sufficient grounds for establishing a state-wide oyster fishery."

"In addition," the senior investigator points out, "such an attempt to establish an oyster industry might affect unfavorably the important clam industry of the State, for oysters planted on or near the bottoms occupied by clams would be feeding on the same food as the latter, and, therefore, would be in direct competition. Adding oysters to the existing population of clams may produce starvation or at least deficiency of food for both species. Such a competition might well exhaust the available supply of food and ruin the already existing valuable clam fishery, which has recently received so much impetus from the propagation program now being put into effect by Commissioner Greenleaf."

Observations made in Maine throw some light on the cause of the disappearance of the old oyster beds of the State. The construction of dams and railroad bridges, and the ensued changes in the water regime of the coastal areas, have caused the limited areas of the formerly productive oyster bottoms to become barren. Furthermore, numerous sawmills and match factories have deposited such a large quantity of sawdust in the bottoms of rivers and bays that hard bottom areas became entirely unsuitable for the cultivation of oysters.

During the course of the survey, some of the Indian shell mounds which abound in this section of the country were also studied. The presence of oyster shells in the shellheaps along the coast of the Gulf of Maine indicates that the range of the American oyster extended almost continuously as far north as Nova Scotia and the Gulf of St. Lawrence. In more recent years oysters have almost disappeared from the waters of Maine and huge accumulations of their shells deposited by the Indians on the banks of the Damariscotta River stand in strong contrast to their present extinction.

Oysters were eagerly fished for by the Indians and often were the only food of the first settlers, according to many historical records and old publications. Dried clams and oysters were much in demand by the Indians during colonial times.

"Numerous archaeological researches," recount the scientists, "provide conclusive evidence that the shell mounds along our sea coast owe their origin to human agency. They represent enormous accumulations of food wastes thrown into one place by many generations of Indians.

At the time of the first settlers in Maine, according to



Seining 1,000 lbs. of lobsters from a lobster pound of Ralph K. Barter, Stonington, Me., with Linen Thread seine. Barter has 3 adjacent pounds with a total capacity of 350,000 lbs.

Ernest Ingersoll (1881), oysters were also abundant in George River, an insignificant stream that flows down to the sea at Thomaston. It was his belief that in other places such as Scarborough and Casco Bays, and along Mount Desert, where a few oyster shells are sometimes found in the Indian mounds, oysters were extinct before the occupation of that region by white men. It is probable that there were some other localities not known at present where oysters existed along the coast of Maine at the beginning of the 17th century. It is clear, however, that the rocky and precipitous coast afforded but few suitable places for the establishment of extensive oyster banks.

The conclusion has been reached that oyster beds never occupied extensive areas in Maine waters. Millions of oyster shells forming the old Indian mounds near Damariscotta are not a proof of a former abundance of this shellfish in local waters for they represent an accumulation of several hundred years. All the evidence points to the fact that ancient oyster beds were few in number and rather limited in extent; they were scattered in the localities, primarily in the upper parts of the tidal rivers and in the estuaries, where salinity and temperature conditions were favorable for the propagation of the American oyster.

Construction of dams, the interception of fresh water and in several instances dumping of sawdust produced such profound changes in the environment that the few formerly productive areas became barren. Reconstruction of these bottoms would be a difficult and costly engineering problem. An attempt to establish an oyster industry in the State where natural conditions are not favorable for their propagation is not likely to succeed.



H. Elroy Johnson, president of the Bailey Island Maine, Tuna Club, and Casco Bay lobsterman, uses Columbian, either steam tarred or copperized warps.

New Bedford News

LEIF MIKALSON'S new 73' dragger, being built by Casey, will go over late in November. Mr. Mikalson, who also owns the scalloper *Dagny*, will christen his new dragger after his young son, Leslie, who will be two years old on November 4.

The boat has an 18' beam and is to be powered by a Superior Diesel. She will be ketch rigged. Capacity of her fuel tank is 2,400 gallons and of her water tank, 400 gallons.

Oak planking is used for the vessel's bottom; hard pine for her topsides, and clear rift fir for the decks.

At Hathaway's

The dragger *Ronald and Mary Jane*, launched last month at Essex, is at Hathaway's for the installation of her machinery, including Hathaway winch and deck gear. She is owned by Flag Boat Corporation of New York City.

Equipped with Lister Auxiliaries

The *Josephine and Mary* and the *Wamsutta*, both of New Bedford, have been equipped with an 8 hp. Lister Diesel auxiliary.

The new dragger *Sea Hawk*, built by Willis J. Reid & Son, Winthrop, Mass., for Capt. Peter Marino of Boston; and the new *Nancy F.*, built by W. S. Carter, Friendship, Maine, for Capt. Leonardo Ferrigno of Boston, have been furnished with the following auxiliary equipment by Diesel Engine Sales & Engineering Corp.: an 8 hp. Lister Diesel driving a Curtis air compressor and Goulds centrifugal pump with V-belts and Kinney clutches.

Long Island Scallops

THE catch of scallops has been better than in years. The planting of seed at Pete's Neck, in Hallocks Bay, Orient, three years ago, brought good results. Scallops have been large and very tasty. The Conservation law reads that scallops may be taken starting September 1st, except in the Town of Huntington, where the season opens October 1st.

In all probability, a bill will be introduced in Albany this Winter whereby the season for the taking of bay scallops for all of Long Island will start October 1st.

By setting back the opening date for one month, the scallops will have the advantage of a full month's growth—during a period of the year when they pick up weight quite fast, and their meat is firmer. The month of September is warm for such a highly perishable commodity as Bay scallops.

More Fish in Freezers

All fishing on Long Island was generally light during September but more fish are in the freezers, nevertheless, than there were last year.

Because of the shortage of fish, some of the firms began taking out traps the latter part of September. Some firms are setting heavier traps for the Fall fishing.

Clammers Profiting

Clammers have had a very profitable season for the first time in a number of years. The sooner this industry is stabilized, the sooner will clammers be assured of a reasonable livelihood, consistently. There are some 2,000 men on Long Island alone who obtain employment in this manner.

Large Nets Protested

The Long Island fishermen are protesting the practice of using large nets in taking fish off Rockaway Point in violation of Conservation laws. Fishermen and boat owners of the area claim that net users who are supposed to be out for bait are in reality taking weak-fish and other fish which frequent the West end of the Peninsula.

The nets, they say, are being operated close to shore. Where edible fish enter the nets, fishermen are supposed to throw them back into the water.

Oyster Prospects Good

All of the oyster plants have started off with good prospects. The sets show a wonderful growth. The demand has been shortened by the unusually warm weather but the cooler days of October have helped business. The oystermen are to co-operate with Coast Guard and Navy in training their crews as potential spotters and sweepers of mines, as well as observ-

ers of inshore shipping of all kinds. In case of war the oyster-dredgers might be required as mine sweepers.

Tuna and Other Fish

Boats out of Freeport during September brought in the largest catch of school tuna made during the season; one catch included fifty-six tuna. Tuna fishing has been very good during the entire season and will no doubt continue right through October.

Black fish are showing up well. The catch is often larger in November. Some black fish are tipping the scales at 8 pounds and more.

The catch of bluefish during the season has been very light. Weakfish are still biting the hook. From early Spring weakfish have made a fine showing.

During September the run of sea-bass and porgies was still very good.

Cod fish are running fair with prospects of a big run when weather is colder.

Views of Wisconsin Fishermen

FOLLOWING a Wisconsin Conservation Commission meeting Sept. 9 at Madison, Arthur Luebke, Two Rivers commercial fisherman, announced that formal application for a reduction in mesh size from 2½ to 2⅜ inches is to be made to the Commission.

Also discussed at the meeting was the Oct. 10 to Nov. 15 closed season on lake trout, with Two Rivers fishermen speaking in favor of a strict closed season, and others in favor of spawn stripping as practiced in past year.

Everett LaFond and George LeClair spoke in favor of the strict closed season, contending that trout would multiply satisfactorily if left to spawn naturally.

B. O. Webster, State Superintendent of Fisheries, declared the fishing industry would be damaged seriously for a lifetime if the trout hatchery program were discontinued for ten years.

Various commercial fishermen, including Oliver Smith, one of the biggest commercial fishermen on Lake Michigan, operating out of Port Washington, are in harmony with the Commission's present regulations.

Use of Boats Offered Inspectors

In the Two Rivers commercial fishing district on Lake Michigan guerrilla warfare between the fishermen and the Wisconsin Conservation Commission is breaking out again, due to the ruling regarding size of fish nets which the State authorities have been trying to enforce since January 6, 1940. Attempts at evasion of the ruling—the use of fish nets with 2½ inch mesh—have been carried on by many fishermen.

It is claimed that a living cannot be made by the fishing boats if the ruling is strictly enforced, which, the men claim, prevents the catching of chubs, as the new mesh is too large for fish of this kind. Some of the fishermen have offered to permit the Conservation Commission's inspectors to use their fishing boats, as they contend they are not of any use for fishing under the ruling. Recently it was reported that the Coast Guard needed additional boats to do the patrolling of the waters around Two Rivers, so the fishermen made the offer of their boats to the Commission.

Saves Ten on Lake Superior

Due to the heroic efforts of a commercial fisherman during a severe storm on Lake Superior, ten persons were saved, and the fisherman, Edward Coryell, of Munising, Mich., received public honor, a subscription having been raised for the role he played.

Risking his own life and his boat, the *Otter*, with five on it, Coryell went to the rescue of the people on the stranded *Miners Castle*. Coryell took the ten people on the *Otter* to Chapel Beach, about twenty miles Northeast of Munising. His own boat was badly damaged during the rescue work, due to the pounding of the waves after the *Otter* was beached.

The move to start the public subscription award was made by the captain of the *Miners Castle*, Joseph Van Landschoot.

Michigan's Shore Line

The State of Michigan with a shore line of 3,177 miles leads all of the 48 States in water frontage. Michigan has frontage on four of the five Great Lakes.

Chemical Descaling of Engines

AS the requirements of defense make it difficult to obtain immediate delivery on various engine replacements, many boat owners are realizing the advisability of increased attention to proper maintenance, which will offer utmost protection against difficulties of common occurrence. In the event that trouble has already developed, it is quite possible that it can be remedied with the proper treatment. A frequent cause of trouble in engines is the formation of scale deposits in waterjackets and cooling spaces, which may lead to scored liners, seized pistons, cracked heads, etc.

An organization which has carried on considerable research in connection with engine corrosion is the Hamilton Engineering Company of Boston. They have devised special methods for chemically descaling affected engine parts, and have been able to salvage clogged exhaust headers and water-jacketed sections, even though they were completely plugged. It is possible to ship clogged parts to the Hamilton plant for complete servicing including any necessary welding, although it is often desirable to have the entire engine to work on in order to provide uniform conditioning throughout.

Among the draggers which recently have had their water-jackets descaled are the *Ruth Lucille*, *Balilla*, *Alden*, *Bettina*, and *Jorgina Silveira*. Also treated were the trawlers that were converted to mine-sweepers by the Navy.

According to the Hamilton Company, owners sometimes wait until an engine becomes so fouled that it is impossible for the boat to operate. This places unnecessary stresses and strains on sections that are now often difficult to replace. Naturally the longer a faulty condition is allowed to exist, the more hardened and clogged it becomes. While this does not prevent the use of effective treatment, it does involve increased expense. For properly maintaining engines in the most economical manner, experience and study have revealed that checking every six months is most saving and practical.

A thorough discussion of the chemical treatment for engine corrosion was contained in an article by Capt. R. H. Martin of the Hamilton Engineering Company on page 8 of the March issue of *Atlantic Fisherman*.

Mayflower Lobster Company Increases Facilities

MAYFLOWER Lobster Co., Inc., which recently opened a modern tank system lobster plant at Plymouth, Mass., has already made several improvements in its facilities. Increased buying connections have been made in both Maine and Canadian producing areas.

Several betterments have been made in the Company's plant to expedite handling. A new ice bunker holds 10 tons of block ice, which is discharged to the packing rooms through two chutes, one for whole ice and the other for crushed. A recently installed Creasy ice breaker produces the crushed product.

While being packed for shipment, lobster barrels are held in a secure position on the edge of the tank by means of a specially designed bracket. A feature of the tanks is their Cuprinol treatment, which prevents algae growth and eliminates termite action.

In order to provide added protection against break-down in the pumping equipment, an auxiliary electric motor has been installed for a stand-by to the two 10 hp. Stover Diesels which operate 1200 g.p.m. pumps. The motor is 10 hp., 550 volt, 3 phase Western Electric unit, controlled by a starting compensator and driven thru V-belts which can be interchanged to drive either pump.

The Mayflower Company, which is headed by Gordon L. Howland and managed by Henry F. Stevens, is making regular lobster shipments throughout the country.

The plant has a total capacity in tanks of 25,000 pounds. For deliveries within 50 miles, and for rail transfers, the Company operates a fleet of six streamlined refrigerated trucks, equipped with specially designed bodies.



The Clipper "Sea Witch"

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NATION-WIDE DISTRIBUTION

A continent-wide distributing organization employs \$5,000,000 worth of equipment to put top-quality fish on American tables. **Booth is big . . .** with modern facilities for filleting, packing, freezing, smoking and selling the yield of sea, lake and stream. Finest quality and national advertising have made Booth a by-word with fish lovers everywhere.

To retailers, Booth means fast turnover. To fishermen and wholesalers, a steady prompt-pay market. Since 1848 it has always paid to do business with Booth.

BOOTH FISHERIES CORP.

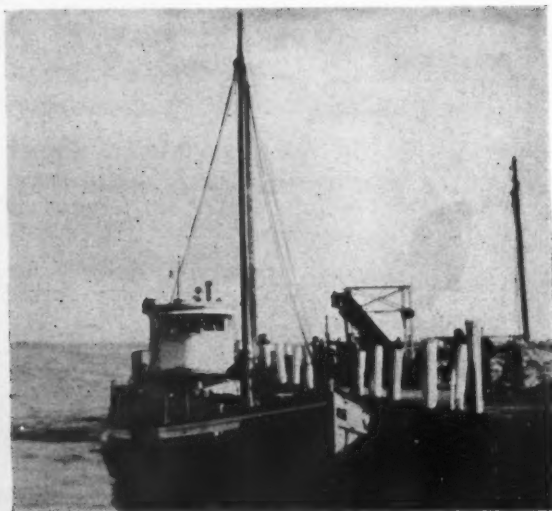
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WOLVERINE



The "Resolute" at the dock of the Seacoast Oyster Co., New Haven, Conn., powered by a 4 cylinder, 100 hp. Wolverine Diesel engine.

To properly operate in oystering, it is necessary that the engine be run at times at very low speed without missing impulses, and that the engine can be immediately speeded up when the dredges are hoisted over the side, without stalling the engine or interfering with its operation in any way.

Wolverine Diesel engines meet the requirements of oyster dredgers and all types of fishing boats. They are sturdy, simple, reliable, economical and long-lived.

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Wolverine Motor Works, Inc.
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The "Dorothy Lee", a new type small vessel in the Southern California tuna fleet. She is owned by Capt. Frank Medina of San Diego.

Tuna Clipper "Dorothy Lee"

NEWEST addition to San Diego's famous tuna fleet is the *Dorothy Lee*, owned by Capt. Frank Medina. She is of a totally new design, being the first tuna clipper of its size in the fleet with full raised deck carried back to the bait boxes, thereby giving considerably more room and accommodations than have heretofore been found on tuna boats of this size.

The dimensions of the boat are: Length overall, 77 ft., 10 in.; beam outside of planking, 20 feet; beam inside, 19½ feet; molded depth, 9 ft., 6 inches; overall depth from top of deck to bottom of keel, 11 feet, 4½ inches. The hull has a fantail stern and the secondary deck, with raised bulwarks, extends aft to the engine room bulkheads.

The estimated tuna-carrying capacity is between 85 and 90 tons which is preserved entirely by the ammonia coils and crushed ice system. The catch is not carried in brine, but is kept from thawing by the ammonia piping in the fish hold.

Propulsion is by a 200 horsepower, 5-cylinder Fairbanks-Morse Diesel, 10 x 12 Model 35F10 with full pressure lubrication developing its rated horsepower at 400 RPM. The engine is direct-reversing and revolves a 48 inch diameter wheel.

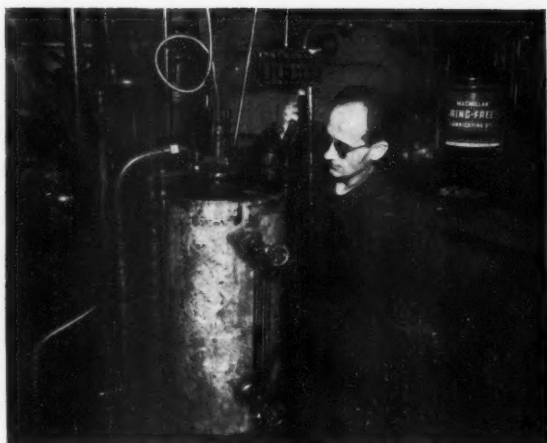
The auxiliary power consists of two Caterpillar 6-cylinder, 4½ x 5½ engines directly connected to 30 KW, 125-volt Westinghouse generators. The well-planned engine room has these auxiliary plants mounted on either side of the main engine, with ample space remaining for switchboard, bait pumps, refrigeration machinery, and fresh water circulation motor. The port auxiliary engine is started by a 5 hp., 2-cylinder gasoline engine mounted with it; the starboard auxiliary starts by a bank of electric storage batteries. The refrigeration system is pulsed by a 5 x 5 ice machine, driven by a 15 hp. Fairbanks-Morse motor. Its job is to frost several thousand feet of ammonia coils in the main hold and deck tank.

An Eveready "hot shot", 4-cell, 6-volt dry battery supplies energy for the oil and bilge bell-alarm system.

All pumps including bilge pumps, condenser pump, and wash-down pump, as well as all motors are by Fairbanks-Morse. The principal ones are the two 6-in. centrifugal pumps, driven by 7½ hp. motors for keeping the vessel's supply of bait alive.

Accommodations for a crew of 10 men are provided on the main deck forward of the engine room and on the second deck. Captain's quarters are in the combination chartroom and wheel-house. Aids to navigation are a Fathometer and a radio-telephone. The galley is directly over the engine room.

With a carrying capacity of 6,000 gallons of Diesel fuel, 250 gals. of lubricating oil and 1,000 gals. of fresh water, the clipper was estimated by her builders to have a cruising range of 5,000 miles. Speed of the vessel on a trial run in fully loaded condition was about 8-¾ knots.



"Bob" Grimes, blind fishing boat operator, checks the high pressure fuel pump of his Atlas Diesel powered craft, "Jubilee".

A Blind Fisherman

ONE hundred and fifteen miles an hour — a crash into a fence — and then complete darkness. That's what happened to "Bob" Grimes, San Francisco blind owner of two pleasure fishing boats. Sixteen years ago, Grimes was a racing automobile driver, when the crash came.

While accompanying a friend along San Francisco yacht harbor, an ancient fishing boat with a large "for sale" sign was called to his attention. The boat was in need of repair. The motor was in a rundown condition, and the vessel was anything but an attractive purchase for even an experienced man with eyesight. This fact did not stop Grimes. He wanted to determine his ability to repair a boat, without eyesight. The boat was purchased and by the laborious process of feeling his way, made all necessary repairs, to both the boat and the motor and soon had it seaworthy. This accomplishment gave him increased self-confidence. He wanted to undertake a larger enterprise, so the original boat was sold and a bigger one purchased. If possible the second boat was in greater need of rebuilding than the previous one. This presented an interesting problem to "Bob". It was something to test the ingenuity of a man with all of his faculties, but to one handicapped by the loss of eyesight it seemed to present almost insurmountable difficulties. But again a blind man rebuilt a boat, including the motor. This accomplishment was the turning point in his life. He knew now what he wanted to do, and what he was capable of doing. He wanted to operate fishing boats, so the sixty-two foot *Jubilee* was purchased with the proceeds of the sale of his second boat, and a new business was launched.

The *Jubilee* required complete overhauling, but by this time such an accomplishment was merely an incident of this busy man's life. He had to set up a business office, advertise for customers and generally get his new venture underway. That success was the reward for his efforts is evidenced by the fact that in 1939, a second boat, the 42-ft. *Lucky Strike*, was purchased.

Any necessary repairs are done by Grimes himself and usually at night. He can take off a rocker arm, repack a needle stem, check an unloading valve, repair a spray valve, or if necessary take the Atlas Diesel down for a complete overhauling and put it back together again.

"The general construction of the Atlas Diesel makes it easy for me to make any necessary repairs or adjustments," Mr. Grimes said recently. He can go from the hold in the boat to the tip of the mast and repair the range light, and just for good measure stop on his way and give the anchor windlass a shot of oil and a thorough checking over.

He nimbly goes from one end of the boats to the other, stringing fishing-poles, baiting hooks, and stopping occasionally to issue instructions to his captains or crew members. He conducts his business office as efficiently as any other successful business man. He uses MacMillan Ring-Free lubricating oil.



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- "New Bedford" Manila lobster twine ("Copper Clad")
- "New Bedford" Manila tarred fishing cables
- "New Bedford" Manila tarred rope
- Tarred hemp lanyards, marline, rope and ratline

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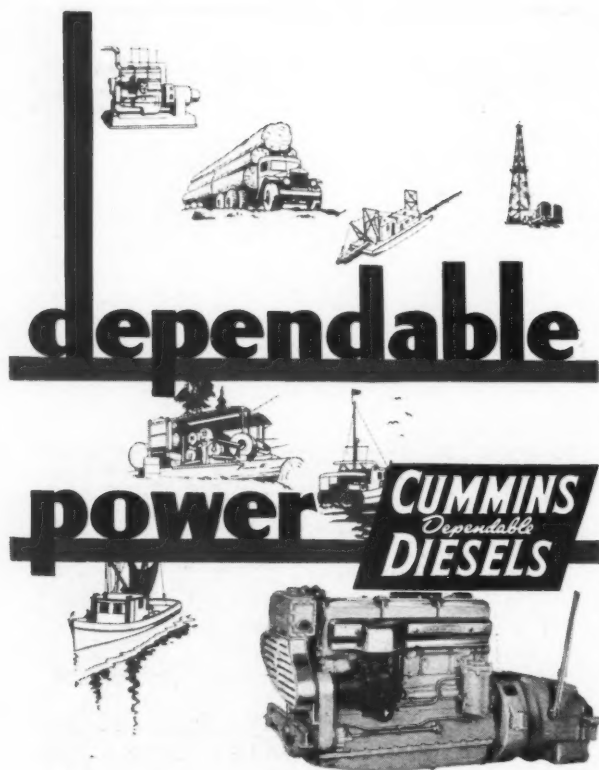
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Boston Landings for September

(Hailing fares. Figure after name indicates number of trips)

Acme (7)	129,000	Lark (7)	612,000
Adventure (4)	396,000	Laura Goulart (2)	158,000
Adventure II (3)	217,000	Laurence Scola (4)	136,000
Alden (3)	125,000	Leonardo (8)	121,000
Alice & Mildred (1)	60,000	Mao II (4)	66,000
Alice J. Hathaway (3)	160,000	Maria del Sacorso (7)	114,000
Alphonso (5)	101,000	Maris Stella (4)	326,000
Alvan T. Fuller (1)	105,000	Martha G. Murley (1)	45,000
American (3)	243,000	Mary Grace (1)	62,000
American Eagle (1)	65,000	Mary & Jennie (7)	110,000
Anna (4)	88,000	Mary W. (3)	132,000
Annie (9)	130,000	Mayflower (5)	73,000
Annie & Josie (8)	122,000	Nancy B. (4)	147,000
Antonina (10)	181,600	Neptune (4)	439,000
Arlington (4)	495,000	New Bedford (2)	142,000
Atlantic (4)	387,000	Newfoundland (2)	118,000
Belmont (3)	418,000	Newton (4)	519,000
Bethulia (3)	103,000	Njorth (4)	55,000
Bettina (3)	162,000	North Star (4)	432,000
Billow (3)	367,000	Ocean (4)	559,000
Boston (3)	302,000	Olympia (4)	269,000
Breaker (3)	379,000	Plymouth (4)	436,000
Breeze (3)	366,000	Pollyanna (2)	112,000
Cambridge (2)	192,000	Poseidon (3)	74,000
Cape Ann (1)	50,000	Princess (5)	77,000
Capt. Drum (1)	44,000	Quincy (4)	437,000
Catherine Saunders (3)	146,000	R. Eugene Ashley (3)	131,000
C. M. Fauci III (2)	38,000	Rainbow (2)	87,000
Cl'ace B. Mitchell (5)	91,000	Reliance (3)	95,000
Comber (2)	228,000	Rita B. (4)	255,000
Cormorant (1)	106,000	Roma (8)	132,000
Crest (3)	521,000	Rose and Lucy (1)	40,000
Dartmouth (3)	264,000	Rose Marie (5)	219,000
Dawn (1)	50,000	Rosie (8)	140,000
Dorchester (3)	294,000	Saint Ann (4)	128,000
Driftwood (3)	64,000	St. George (1)	175,000
Ebb (3)	416,000	St. Joseph (7)	222,400
Eddie & Lulu M. (8)	95,800	St. Peter (2)	45,000
Eleanor (5)	208,000	St. Provvidenza (8)	101,800
Ethel (6)	88,000	Salvatore (11)	233,300
Ethel B. Penny (3)	131,000	San Calagero (2)	100,000
Eva II (5)	77,000	Santina D. (3)	196,000
Fabia (1)	164,000	Sarah M. (10)	142,200
Famiglia (3)	145,000	Sea (3)	321,000
Fannie F. Hickey (5)	195,500	Sea Ranger (3)	204,000
Fiori and Marino (5)	70,000	Sebastiana C. (2)	83,000
Flow (2)	289,000	Sebastiana & Figli (5)	74,000
Foam (1)	107,000	Shamrock (3)	194,000
Frances C. Denehy (3)	253,000	Spray (3)	387,000
Frankie and Rose (4)	262,000	Squall (3)	462,000
Fred Henry (7)	81,000	Storm (3)	370,000
Gale (3)	431,000	Superior (1)	115,000
Gertrude Parker (4)	201,000	Surf (4)	501,000
Grand Marshall (2)	110,000	Swell (3)	493,000
H. N. Eldredge (2)	109,000	Theresa and Dan (2)	92,000
Hekla (3)	289,000	Thomas Whalen (4)	438,000
J. B. Jr. (4)	74,000	Tide (3)	505,000
J. B. Jr. II (3)	73,000	Triton (4)	420,000
J. M. Marshall (1)	48,000	Vagabond (3)	154,000
Jennie & Julia (4)	182,000	Vandal (3)	178,000
Joe D'Ambrosio (3)	51,000	Venture II (3)	238,000
Josephine & Mary (3)	86,000	Wave (4)	487,000
Josephine P. (3)	49,800	Wm. H. Killigrew (3)	167,000
Josie M. (4)	107,400	Wm. J. O'Brien (3)	346,000
Josie II (7)	112,000	Wm. L. Putnam (3)	174,000
Katy D (1)	35,000	Winchester (3)	380,000
Killarney (2)	148,000	Winthrop (1)	115,000

First New O'Brien Trawler Delivered

The new steel trawler *Cohasset*, first of four being built by the Fore River shipbuilding plant of the Bethlehem Steel Co., for R. O'Brien & Co., was delivered to the Fish Pier on October 9. After taking on supplies, she sailed for her first trip under command of Capt. John Doran.

Fulton Market Wholesale Prices

Specie	Sept. 2-6	Sept. 8-13	Sept. 15-20	Sept. 22-30
Albacore	.. ..	.. ..	.04-.04	.02½-.03
Bluefish	.14-.20	.08-.20	.06-.22	.06-.40
Bonito	.09-.11	.10-.11	.08-.12	.10-.12
Butterfish	.03-.18	.02-.12½	.01½-.10	.02-.15
Codfish, Steak	.08-.16	.10-.17	.07-.14	.06½-.14
Codfish, Mkt.	.03½-.06½	.05-.07	.04-.06½	.05-.07
Croakers	.03¼-.05½	.03-.06½	.03-.06½	.02½-.07*
Eels	.. ..	.. ..	.06-.14	.06-.12½
Flounders	.03-.15	.03-.16	.03-.18	.01¼-.18
Fluke	.08-.15	.09-.15	.08-.15	.08-.16
Haddock	.04-.07	.03½-.08	.02-.07	.04½-.08
Hake	.04-.06½	.04-.07	.04-.06	.05-.07
Halibut	.19-.22	.20-.22	.19-.22	.19-.23
Mackerel	.01½-.18	.02¼-.18	.02½-.22	.02½-.18
Mullet	.07-.08	.08-.08	.07-.08	.07-.08½
Pollock	.05-.07	.04-.08	.04-.07	.04½-.07
Pompano	.45-.50	.40-.50	.45-.50	.50-.55
Salmon, Pacific	.21-.23	.18-.22	.19-.22	.20-.23
Scup	.02-.06	.03-.10	.02½-.06	.02½-.06
Sea Bass	.05-.14	.06-.15	.05-.18	.06-.16
Sea Trout, G'y	.02½-.08	.04-.23	.03½-.12½	.03½-.25
Silversides	.01-.01½	.01-.01½	.02-.02½	.01¼-.02½
Sole, Gray	.10-.12½	.07-.12½	.06-.10	.07-.12½
Sole, Lemon	.08-.11	.10-.14	.09-.12	.06½-.12½
Striped Bass	.26-.26	.25-.30	.20-.30	.15-.30
Swordfish	.32-.45	.40-.55	.50-.55	.48-.48
Tilefish	.. ..	.. ..	.08-.10	.. ..
Tuna	.03-.12	.02½-.16	.02-.11	.02-.10
Whiting	.00¾-.06	.00½-.06	.01½-.04	.01½-.10
Yellowtails	.02-.06	.02-.07	.02½-.07	.03-.07
Clams, Hard	1.75-6.00	1.75-5.00	1.50-5.50	1.50-5.00
Clams, Soft	1.25-2.50	1.25-3.25	1.50-2.25	1.00-2.25
Conchs	.75-3.25	1.00-3.00	1.00-2.50	1.25-8.00
Crabs, Hard	1.00-3.00	.75-3.00	1.00-3.00	1.00-3.50
Crabs, Soft	.40-1.50	.50-2.50	.50-2.00	.50-2.00
Crabmeat	.50-.80	.40-.80	.40-.85	.20-.80
Lobsters	.15-.48	.15-.50	.14-.38	.15-.51
Mussels	.50-.75	.50-.75	.50-.75	.50-.75
Scallops, Bay	2.50-4.50	2.00-4.50	2.50-3.75	2.25-4.50
Scallops, Sea	2.02-2.30	2.01-2.05	2.00-2.10	2.10-2.40
Shrimp	.08-.27	.09-.25	.09-.30	.12-.30
Squid	.06-.11	.08-.09	.08-.10	.08-.12
Frogs Legs	.45-.60	.40-.70	.50-.70	.45-.60

Trades Vocational School

The Fishery Council is once more conducting the fish department at the Food Trades Vocational High School. This will eventually lead to better merchandisers in the fish retail field. It is a long range proposition that will give big dividends. Young students are taught how to prepare and sell fish properly in the 1941 manner.

Defense Streamer

The Council's Streamer "Eat Fish and Save Money for Defense Bonds" is opportune and timely.

Promotional Work

The Council continues to plug seafood in the newspapers and on the radio, furnishing the necessary material for acceptable news and effective publicity.

New York Joins Fisheries Compact

New York became the sixth State participating in a program designed to solve coastal fisheries problems through uniform legislation, when Governor Lehman signed the Atlantic States Marine Fisheries compact September 30.

South Carolina

SOUTH Carolina's oyster shucking sheds were inspected by the State Board of Health in preparation for the opening of the season October 1. Before they can obtain licenses from the State Board of Fisheries, fishermen must get certificates.

J. M. Witsell, chairman of the State Board of Fisheries, said South Carolina's oyster crop this year is particularly promising. Catches this year should be larger than in previous seasons because of greater shell planting during the last few years.

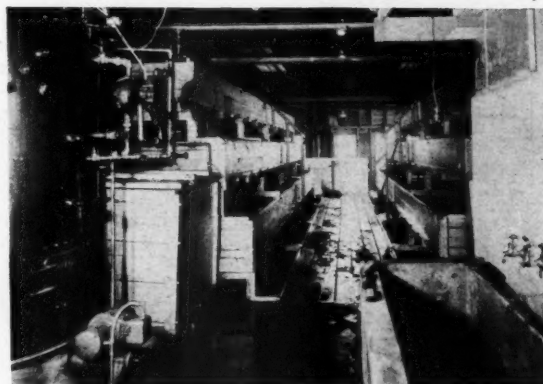
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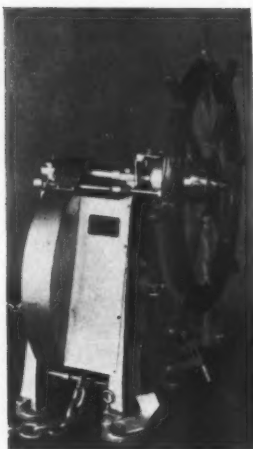
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EDSON STEERERS

Provide Excellent
Maneuverability
on "MAINE" and "ILLINOIS"



An outstanding characteristic of the new Booth trawlers "Illinois" and "Maine" is their good maneuverability. Their ease of handling both in steaming and in fishing was demonstrated on their trials and first trips.

Edson steering gear successfully played its part to make possible this good performance. Features of the Edson equipment on these trawlers are geared reduction, rudder indicator, 48" bronze wheel and foot operated wheel brake.

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MAKERS OF RELIABLE STEERERS AND PUMPS

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Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor. Both have unexcelled facilities for the repairing and reconditioning of trawlers. In addition, Bethlehem's Fore River Yard is fully equipped to build modern Diesel fishing vessels.



BETHLEHEM STEEL COMPANY
SHIPBUILDING DIVISION

GENERAL OFFICES: NEW YORK, N. Y.
BOSTON OFFICE: 75 FEDERAL STREET

Vineyard's September

By J. C. Allen

THIS report, written as the summer fishing comes to its end as far as the calendar is concerned, is the darndest journal for September that the Wheelhouse Loafer has ever written in nigh on to ninety years of experience! With a day or two left in the month as we work the old bait-mill, we suppose that any damned thing can happen yet to ruin the record, but we are watching the glass even now, and doubt that it will occur.

It is the first September that we have known when summer lasted through the entire month, with the birds singing and the fish breaching all over God's garden. But it is so, or has been right up to the very quarter-bits of the month, as you might say.

We do not mean that we haven't had a little crooked water now and then, both inshore and off, but the lads who go down to sea in the wheel-houses of otter-trawlers and the cockpits of lobster-launches, haven't been obliged to miss many days of fishing. Not more than they have during many a July.

As for the luck, it was just what you might expect under such conditions. Fish have run everywhere, except in the potato-patches. We are informed on very good authority that they have run there as well, one aged skipper having told us solemnly that the porpoises chased the bluefish right into his cabbages which were chopped to the devil by their flukes and fins! We saw the cabbages, and can vouch for their condition.

Swordfish

As some of the gang predicted early in the season, the swordfish ran better than was expected; and due to the failure of a number of vessels to fit out for them, perhaps some other things, the price has remained high for summer.

All common varieties of summer fish have hung around and ran well throughout the month, scup and sea bass, for example biting just as well or better, in late September than they did in July. In contrast, the common fall fish have been slow in showing up. Tautaug, which are the most common of the inshore fish, appear to be running thick and large as to size, but they are slow in working into shoal water.

A peculiar thing about this entire season, noticeable particularly all through the month of September, is the quantity of small fish, squeteague, bonito, bluefish and the like, which have appeared in tremendous numbers. If this is a thing that a man may bet on, next season should see a return to old-time fishing conditions such as the gang hasn't seen in a couple of generations.

Lobsters

We have hung in the wind all through the season, as regards a definite report on the lobstering conditions. We have reported faithfully, those things which actually occurred, as they came to pass. Now, with the gear practically all ashore, we can say in all truthfulness that more lobsters have been marketed locally than for any season in the last fifteen. This is the sober truth and you may lay to that.

Cod

Cod has struck inshore to some extent, but the water is too warm for regular inshore fishing. The slant that the draggers have received on inshore bearings shows that with the coming of cooler weather, they will be within reach of the small boats.

Shellfish

The shellfish set stacks up well. Our beds are always held until late, and it looks like a good winter for scallops and quahaugs.

Traps

Trap-fishermen, figuring up for the season, hail much better returns this year than last. It is not, perhaps, that they have taken greater tonnage, but the variety of fish taken, has run to species that bring a better price. Normally there would have been a liberal cut of mackerel. This year, even this past month which is usually good, has brought but few. The cursed porpoises have been thick as the devil around the gear which is enough to keep the mackerel galled, and there have been some blues and squeteague all the time, which have chased the mackerel. But these last have trapped pretty well, and the bonito also.

New Brunswick Herring

By C. A. Dixon

DESPITE the fact that there was a slacking off in sardine herring catches in September, fish in fairly good quantities were caught at Campobello and Deer Island and vicinity the latter part of the month. In some places the herring were a little large for ordinary requirements but in others they were good sardines. The price paid for them at the weirs by Underwood of Jonesport, was jacked up from \$10. a hoghead to \$12. early in September, and it is expected that considerably more will be paid for good sardines by other concerns as the fall winds commence to blow and fish naturally become scarcer. It has been a great year for the weirmen of Charlotte County, particularly those of Deer Island and several other districts. Never before in the history of the business have fish been made available to factory owners as in the season of 1941.

Lobster Bait

In spite of the keen demand for herring of all sizes this year in the Passamaquoddy Bay region, two large motor vessels from Nova Scotia, the *Tagiti* and *Seretha II* have been busily engaged in boating in barrels very large consignments of lobster bait obtained at prices less than those paid for sardines, owing to the fact that the fish were of mixed size or too large for canning. The big lobster baiters took in their cargoes at the Wilson's Beach breakwater. The local buyers were the Jackson brothers, who own and conduct a general store and general fish business at Wilson's Beach. Randolph Jackson delivers fresh fish regularly to Portland Me., by motor truck, making the trips via Lubec-Campobello automobile ferry which operates until late fall.

Lines and Trawls

The Campobello line and trawl fishermen have not had an extra good season, but owing to the good prices received for groundfish and the steady demand, they have been able to carry on with a fair measure of profit. The failure of the hake this year and pollock, also, has handicapped fishermen considerably, but it may be that the fall haddocking will make up for the loss, as there is still time to make good before winter sets in, should the fish strike in good quantities.

Smoked Herring

Of great interest to the fish trade is the somewhat startling news from Grand Manan that the smoked herring industry there is facing a shortage in production never before experienced in the business. Grant Dakin of Grand Harbour, Grand Manan, N. B., when fish were available during the first of the summer, bought and smoked eight thousand boxes (18-lb). Some dealers waited for the summer school to strike, and it did not appear. Now it is getting so late without signs of a strike, that everyone is anxious over the outlook. It is possible that fish may yet be made available, but improbable, as the signs do not point that way, herring fishermen say.

There are some large herring at Grand Manan and the B. H. Wilson Fisheries of Eastport, Me., which firm has rented two fish stands at Grand Manan for cutting of herring and shipping them in bulk for further processing at Eastport, is also putting up Scotch-cured herring at the former Gaskill plant at North Head. The other plant being enlarged by the firm is that of the Willard Johnson estate at Woodward's Cove. The big plant at North Head is doing a rushing business. There is a great demand for the luscious fat herring caught at Grand Manan, and it makes one's mouth water to look at the lovely clean fish being cut for the Eastport firm. Those that are being Scotch cured, of course, are being packed in barrels in salt without the blood being washed from them as that cure is considered the best for certain markets. Herring of this kind is also being packed by Scott D. Guptill of Grand Harbour, Grand Manan. Mr. Guptill is also a smoked herring dealer, and is the agent for the Grand Manan Smoked Herring Marketing Board.

Livers

Line fishermen at White Head, Grand Manan are receiving seventy cents a bucket for livers this season from Charles Morton, Centerville, N. S., who is operating an oil plant at White Head for the manufacture of medicinal oil. The oil is extracted by the steam process, and is put in drums for shipment to the Gorton Pew Fisheries, Gloucester, Mass.

FIVE FINE FISHERMEN

Launched in a Year

By **CARTER**

80' **SANTA GEMMA**

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75' **NANCY B**

Capt. John Bruno

75' **NANCY F**

Capt. L. Ferrigno

71' **DOROTHY & ETHEL II**

Capt. Harold Paulson

The Re-Built **ST. JOSEPH II**

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WALL FISHERMAN CORDAGE is made in a variety of constructions and treatments for all Marine and Commercial Fishing uses. Plain is Lubricated and Waterproofed. The Pine Tarred, Sea-Green, Kopred, and Foulprufl Wall Manila is Lubricated, Waterproofed, and Anti-Fouling treated.

Fisherman's Cable Trawl Twine Lobster Marline
Potwarp and Other Special Lays of Manila Three Strand,
Four Strand, Six Strand, Hawser and Regular Construction.



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1. Bethanized trawler line is as strong, tough and fatigue-resistant as wire rope that has no zinc coating. Tests prove this.

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Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

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CARTER'S STAR BRAND RUBBERIZED Fishermen's Garments



THE PIONEER line of LATEX CLOTHING

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Made in Jackets, Pants,
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DURABLE-LIGHTWEIGHT
Guaranteed Not to Stick

See your Dealer or write
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J. F. CARTER CO.
BEVERLY, MASSACHUSETTS



Wolverine Installations

THE new fishing vessel *Queen of Palm Beach*, launched at the yard of Manuel Koutoulus of St. Augustine, Fla., for Capt. John Montagna, of West Palm Beach, and Ocean City, N. J., will have a 5-cylinder 175-195 hp. Wolverine Diesel.

A 225 hp. Wolverine Diesel is being installed in the *Miranda*, a tug boat on U. S. Navy contracts at Bath, Maine.

Other installations and orders are: an 8-cylinder 300 bhp. for the *Stanley B. Butler* owned by Capt. Olaf Anderson of New Bedford; a 210 hp. for the *Nautilus* owned by Dallet & Son of New York; a 100-120 hp. for the *Santa Lucia*, Capt. James Bertolino of Gloucester; and a 175-195 hp. for the *Frankie & Rose*, Capt. John Sinagra, also of Gloucester.

Federal-Mogul Expands

A YEAR ago, Federal-Mogul Corp., Marine Division, announced an expansion program tripling floor space adding much new equipment, and the operation of two shifts.

Now, from T. F. W. Meyer, manager, comes word of added expansion, including complete revision of the Marine Division's facilities in a separate Detroit plant recently acquired, and erection of a modern structural steel marine foundry, adjoining Federal-Mogul's Greenville, Mich., plant.

By the end of November the entire Marine Division will move into the new Detroit plant, which will house the general sales offices, rough and finished stock, all machinery and equipment—all departments with the exception of executive offices. It provides 20,000 square feet of floor space for the manufacture of Federal-Mogul propellers, struts, rudders and stuffing boxes. and will be one of the most modern propeller manufacturing plants in the country.

The new marine foundry at Greenville, Mich., will add another 9100 square feet of floor space, will double foundry capacity and permit production of between 6,000 and 7,000 units per month. Machining facilities in the new Detroit plant will be increased to handle this increased foundry production.

Scale and Rust Removal Booklet

PRODUCERS operating their own Diesel-powered fishing vessel fleets and fish canning plants, interested in safe, modern methods of removing hard water scale and rust deposits from water-cooled equipment, will find in a newly revised, 20-page data manual on this subject, just issued by Oakite Products, Inc., New York City, many time-saving tips on removing scale and rust deposits from a wide range of equipment, such as Diesel cooling systems, ammonia condensers, water-cooled air or gas compressors, "lube" oil and jacket water coolers, and other heat exchange equipment. It concisely describes a recently developed material, known as Oakite Compound No. 32, which is specially designed to provide high rust and scale removal properties.

In addition, this booklet outlines various types of scale and rust removal work where this material helps avoid the need for expensive, time-consuming mechanical methods often previously resorted to in handling maintenance work of this nature. Copies of this fact-filled booklet are available upon request. Write to Oakite Products, Inc., 57 Thames Street, New York, N. Y.

About Marine Motor Design

THE latest piece of literature from the Universal Motor Company, Oshkosh, Wisconsin, is a pocket-size 48-page booklet entitled "Questions and Answers about 100% Marine Motor Design."

While the Universal Motor Company is devoting 73% of its capacity to defense work, it is not overlooking or forgetting the future—from an engineering, merchandising and advertising point of view.

The "Questions and Answers" booklet contains a large number of illustrations, and should prove of interest to anyone interested in 100% Marine Motors.

Parrish, Executive Engineer for Superior

THE National Supply Company announces the appointment of Walter A. Parrish as Executive Engineer of the Superior Engine Division, with headquarters at the Springfield, Ohio, plant.

Mr. Parrish was born in Detroit, Michigan and attended grade and high schools in that city, graduating from the Detroit Technical Institute in 1910. Since that time practically his entire work has been with internal combustion engines, and his service record is replete with names of companies famous in automobile history. While with Hudson he was associated with Howard E. Coffin; with Packard he did special work with E. H. Belden on their famous 12-cylinder racing car engine. In 1916 he was in service on the Mexican Border with the 31st Michigan Infantry; after his return he was with the International Harvester Experimental Works at Chicago later being transferred to the Truck Plant in Akron.

From 1919 till 1922 he was Chief Engineer for the Akron Motor Truck Company, where he was responsible for one of the earliest developments of a high-speed, 1½ ton truck running on pneumatic tires. In 1922 he joined Hercules Motors Corporation at Canton as Engine Designer, and in 1927 went to White Motors at Cleveland.

For ten years he was with The Buda Engine Company at Harvey, Illinois, followed by one year with Caterpillar Tractor Company. In 1939 he joined the Cummins Engine Company at Columbus, Indiana, where he has been until his recent decision to accept this new position with the National Supply Company.

Louis B. Neumiller, newly elected president of Caterpillar Tractor Co.



Neumiller, Caterpillar President

LOUIS B. Neumiller, who began his association with Caterpillar Tractor Co. of Peoria, Illinois 26 years ago as a stenographer and blue print clerk in the engineering department, has been elected president of the Company by the Board of Directors.

From the engineering department at "Caterpillar", in 1918 Mr. Neumiller moved, on a four-months leave of absence, to a position in the United States ordnance engineering department at Alliance, Ohio, helping build self-propelled gun mounts. Upon returning to Peoria he went into the factory to work on the various assembly lines.

From the assembly lines Mr. Neumiller went to the engineering department where he became drafting room supervisor. In 1922 he was named parts manager.

Simultaneous with the advent of "Caterpillar" Diesel Engines in 1931, Mr. Neumiller was advanced to general service manager. He became sales manager for the central division in 1937, director of industrial relations six months later, and was appointed a vice president of the Company five months after that. As vice president, a position he held until elevation to the presidency, Mr. Neumiller was in charge of the service, parts, industrial relations and training and public relations departments.

HAMILTON ENGINEERING CO.

Marine — Consultants — Industrial

LUBER-TONE for Diesel and for superior lubrication. **ELECTROLYSIS ELIMINATION.** Installations engineered and serviced.

CHEMICAL DESCALING. Waterjacket and Condenser service.

DELUXE FILTERS for Fuel and Lubricating Oils. Installations engineered, serviced, and guaranteed.

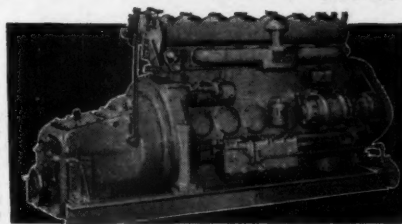
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CAPTAIN R. H. MARTIN, Gen. Mgr.
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It will be to your advantage to check the Murphy Diesels - They are full reversing, dependable and extremely economical to operate - They come in 3 sizes - 4 cylinder, 85 HP - 6 cylinder, 135 HP - and 8 cylinder with super-charger, 160 HP - These are heavy-duty continuous ratings.



Murphy Diesel Co., Milwaukee, Wis.

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Gives You These Features:

All gears enclosed, running in oil.

Streamlined, welded construction.

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MARINE BARGAINS

Fishing smacks—in commission—55' x 13' x 5', oil powered, F.M. Model 36, \$3,250. 66' x 15'6" x 5'6", new 1940, gas powered, \$10,000. 65' x 13'6" x 5', oil powered, Wolverine, \$8,000, and many others. Marine Diesel engines—500 hp. Nelseco, \$12,000. 600 hp. Winton, air inj., used very little, with many spare parts, \$14,000. 180-210 hp. F.M., Model 35 B, \$4,500, and many others, also propellers. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

FOR SALE

Fishing boat for sale, 32 x 9 x 4. 40 hp. Lathrop engine. Good condition. Write or call, Galilea Fish Market, Frank J. Hareter, Prop., Point Judith, R. I., Narr. 292.

A GOOD BUY

32 ft. fishing boat, beam 11 ft., draft 5½ ft., 40 hp. Lathrop engine. Fully equipped for fishing. Has been used for lobstering; equipped with hauling gear. Has swordfishing gear. A well-built boat, good condition, for sale cheap. Apply Box 199, Block Island, R. I. Telephone 41-M.

FOR SALE

3-cyl. 45 hp. Fairbanks-Morse CO Diesel, with cylinder nearly new, cylinder heads and exhaust manifold only 2 months old, engine in A1 condition, shaft never reground, no bearings lost, reverse gear OK, including 2-air tanks, approximately 10 ft. 2½" bronze shaft, and 40 x 30 propeller, some spare parts. For price and full information contact Independent Machine Co., 43 Wharf St., Gloucester, Mass.

"DIESEL MONITOR"

A new book, entirely in the form of over 3,000 questions and answers, 530 pages, size 5" x 7", profusely illustrated. This book by the well known author, Julius Rosenbloom, offers a complete course on Diesel engineering. Price \$5.00 prepaid. Cash with order. ATLANTIC FISHERMAN, Goffstown, N. H.

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Wolverine Motor Works, Inc.....	18

The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

Sales Offices:

105 Maplewood Ave. Gloucester, Mass.

New York Baltimore Chicago San Francisco

Where to Ship

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 W. Jackson Blvd.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 31 Fulton Fish Market.

Frank W. Wilkison, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

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